January 26, Canton, British str., 1,110, Balbernie Whampoa 26th January, General -

JARDINE, MATHESON & Co. January 26, FIREBRAND, British gunbeat, Dickson, Amoy 24th January.

January 26, FORIEN. British steamer, 509, F D. Goddard, Tamsui 21st January, Amoy 23rd, and Swatow 25th, General.—DOUGLAS LAPRAIR & Co.

January 26, Wingsang, British steamer, 1,517, A. de St. Croix, Caloutta 9th January, and Singapore 19th, Opium and General.-JAR-DINE, MATRESON & Co. January 26, EME. British barque, 774, Summers, London 28th September, General.-

SIEMSSEN & Co. January 26, ELLEN A. REED, American ship, 1,750, W. B. Hatfield, Cardiff 25th August, Coal. - ORDER.

CEEARANCES. AT THE HARROUR MASTER'S OFFICE. 26TH JANUARY.

Johann. German str., for Haiphong. Nanshan, British str., for Swatow. Alueine, German str., for Touron. Decima, German str., for Saigon. Nam-vian, French str., for Haiphong.

DEPARTURES. January 26, MORAY, British str., for Saigon. January 26, Fushun, Chinese str., for Wham-

January 26, Yangtse, French str., for Europe. January 26, ALERT, Amr. corv., for Singapore. January 26, DE BAY, British str., for London. January 26, ATALANTA, German steamer, for Shanghai.

> PASSENGERS. ARRIVED.

Per Kong Beng, str., from Bangkok.—Messrs Blad and Bonnesen, and 17 Chinese. Por Fokien, str., from Tamsui, &c .- Cupt. Anderson, Mr. Woswick, 12 distressed seamen ex late steamer Corinth, and 40 Chinese. Per Wingsang, str., from Calcutta. &c .- Mr. and Mrs. Gilman, Mr. Warren, and 461 Chinese. Per Ellen A. Reed, ship, from Cardiff.-Miss

Per Yangtse, from Hongkong.-For Saigon -Messrs. A. Desplats and H. Jules. For Singapore.-Messrs. R. Hope, A. M. Place and assistant, M. Mayer, friend and servant, and 3 Chinese. For Marseilles.—Capt. Hansen, Mr. and Mrs. Ginard and daughter, Messrs. H. E. Wodehouse, Flemming, Alf. Schule, A. Molinard, Otto, Cookfarnum, Kawamura, Milkie and 2 friends. From Shanghai. For Saigon. Mr. A. H. T. Marin. For Marseilles,-Mr. and Mrs. Bluntscheil, 2 children and amah, Messrs. Trollope and C. Rees. From Yokohama -- For Port Said.—Mr. L. de Lalande. For Marseilles.— Mr. Robert, and 2 Japanese?

REPORTS.

E.S.E. winds and fine weather right on to port. Calcutta on the 9th inst., and Singapore on the Central, will receive prompt attention. 19th. Had light winds with fine, clear weather throughout the voyage from the latter port.

The British bark Eme reports left London on | to rectify the cause of dissatisfaction. the 28th September, and experienced moderate weather throughout. Spoke a German barque (name unknown) from Cardiff for Hongkong, 123 days out. .

The British steamer Scochow reports left Glasgow on the 6th December, and Singapore on the 19th January. Experienced from Singapore light Northerly winds and fine weather to the 25th: after which moderate Northerly and variable winds with thick, wet weather to port.

The British steamer Fokien reports left Tamsui on the 21st inst., had fresh monsoon and fine weather to Amoy. Left-Amoy on the 23rd, had Swatow on the 25th, dirty weather and rain to No. II -Ornamental Trees, Ever-Breaker Point; from thence to port fresh breeze and overcast weather. 'In Amoy str. Atholl and H.M.S. Firebrand. In Swatow strs. Glacks. burg, Taichiow, Douglas. melot, and Chefoo, 2301 and one Russian gunber

AMOY SHIPPING.

15, Pechili, British str., from Shanghai. 15, Kung-pai, Chinese str., from Swatow. 16, Holhow, British str., from Swatow, 16, Thales, British str., from Taiwanfoo. 16. Haiphong, British str., from Hongkong. 17, Firebrand, British g-bt., from Taiwanfoo. 17, Fokien, British str., from Hongkong. 18, Camelot, British gtr., from Swatow. 19, Douglas, British str., from Hongkong. 19, Bellerophon, British str., from Shanghai. 19. Amatista, British str., from Manila. 19, Zafiro, British str., from Hongkong. 20, Glancus, British str., from Hongkong. 21, Haiphong, British str., from Foochow. 22, Atholl, British str., from Hongkong.

22, Fokien, British str., from Tamsui. 22. Pechili, British str., from Taiwanfoo. 22, Omaha, Amr. corv., from Hongkong. 22, Wenchow, British str., from Swatow. DEPARTURES. 16. Hermann, German bark, for Chefoo. 16, Ling Feng, Customs str., for Lighthouses. 16, Kung-pai, Chinese str., for Shaughai. 16, Poochi, Chinese str., for Swatow.

16, Haiphang, British str., for Foochow. 16, Alert, Amr. cory., for Hongkong. 16. Holhow, British str., for Shanghai. 16. Thales British str., for Swatow. 17, Pecha British str., for Swatow. 17, Wagrien, German sch., for Hongkong. 18, Fokien, British str., for Tamsui. 19. Douglas, British str., for Foochow. 19, Bellerophon, British str., for Swatow. 20, Nicoline, German seh., for Taiwanfoo. 20, Glaucus, British str., for Shanghai. 20, Craysser, Russian corv., for Hongkong. 20, Zatiro, British str., for Manila. 20, Amatista, British str., for Hongkong. 21, Else, German brig, for Foochow.

21, Niederhof, German sch., for Taiwanfoo. 21, Hilda, British sch., for Taiwanfoo. 21, Hammonist German bark, for Taiwanfoo. 21, Haiphong, British str., for Swatow, 22, Firebrand, British gunboat, for Foochow.

FOOCHOW SHIPPING.

January-ARRIVALS. 9, Christian, German sch., from Keelung. 9. Guiding Star, British bk., from Shanghai. 10, Nierstein, German str., from Sbanghai. 10, Namos, British str., from Hongkong. II, Sin Nanzing, British str., from Shanghai.

8, Hae-shin, Chinese str., for Shanghai. 8, Caroline, Norwegian bark, for Taiwan. 12, Names, British str., for Hongkong. 14. Velox, German str., for Shanghai. 15, Sin Nanzing, British str., for Shanghai.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA. (Per last Mail's Advice.)

KID "BALMORAL" BOOTS. CLOTH BUTTON BOOTS. MILITARY BLOCKED BOOTS. DERBY SHOOTING BOOTS. CALF LACE SHOPS. KID LACE SHOES. CLOTH LACE SHOES. PATENT LACE SHOES. CALF SPRING-SIDE SHOES. KID SPRING-SIDE SHOES.

PATENT DANCING PUMPS.

ALSO, TENNIS SHOES with Felt Soles (Specially designed for Coment or Concrete Courts)." TENNIS SHOES with Solid Rubber Soles.

LANE, CRAWFORD & Co. Hongkong, Sth January, 1886.

BREWER has just received Hotten and Gun's Diaries for 1886. Punch's Almanack, -Further Xmas-knumls-A quantity of New Light Literature. Herbert Spencer's New Work " Ecclesiastical

Carter's Practical Book-keeping. Stephen's Wrinkles in Electric Lighting. Hospitallier's Domestic Electricity. Colomb's Dangers of Modern Rule of Road at Modern Steam Engines and Boilers, by Colyer. Miss Havergill's Text Books.

Erni's Mineralogy Simplified Abney's Treatise on Photography. General Gordon, by Swaine. Machine Construction and Drawing. Henry's Cross and the Dragon. Little Folks' new volume. A quantity of New Children's Books beautifully illustrated. Proctor's large Star Atlas. Proctor's Handy Star Atlas. Old Scottish Ditties, by Macfarren. Anecdotal History of British Parliament.

> KUHN& Co., (OF YOKOHAMA).

W BREWER, Queen's Road.

UNDER HONGKONS. HOTEL.

APANESE FINE ART EXHIBITION, HONGKONG HOTEL.

ORDERS, WHOLESALE and RETAIL. EVERY DESCRIPTION

JAPANESE MANUFACTURES promptly executed.

Hongkong, 14th January, 1886.

NOTICE. HONGKONG AND WHAMPOA DOCK daily balances

COMPANY, LIMITED. The British steamer Kong Beng reports left respectfully informed that, if upon their not make any entries themselves in their Passarrival in this Harbour, none of the Company's Books, but should send them to be written up Foremen should be at hand, orders for repairs if at least twice a year, about the beginning of The British steamer Wingsang reports left sent to the HEAD OFFICE, No. 14, Praya January and beginning of July. In the event of complaints being found Bank if marked On Hongkong Savings Bank necessary, communication with the Undersigned Business is forwarded free by the various ETING KEE,

is requested, when immediate steps will be taken British Post Offices in Hongkong and China. D. GILLIES, Secretary. Hongkong, 26th August, 1885.

PREES, FRUIT AND ORNAMENTAL, MAGNOLIAS. PALMS, ROSES, CLEMATIS, &c.

10 Medals and 39 Premiums AWARDED AT THE WORLD'S EXPOSITION IN NEW ORLEANS, U.S. A.

New Descriptive Catalogues, containing many New and Rare Varieties, will be sent: strong N.E. breeze and cloudy to Swatow. Left No. I .- Fruits, Grapevines, Olives ... 2 Cents greens and Plants......4 Cents. No. III .- New Roses and Clematis ... Gratis. JOHN ROCK, San José, Calfornia, U.S.A.

> OTLER, PALMER &, Co. THE THIRTY-NINTH ORDINARY The well known Wine Shippers to China, OF LONDON, BORDEAUX, CALCUTTA, BOMBAY, MADRAS. LAHORE, KURBACHEE, &c.

Their Representatives in China-Messrs Jardine, Matheson & Co.) Hongkong Siemssen & Co. LANE, CRAWFORD & Co.) Shanghai. Call attention to some of the Wines and Spirits consigned to their care by this well-known instant inclusive.

house:---CLARETS, Mouton, Larose, St. Julien Medoc, both in Quarts & Pints.
"IMPERIAL," & AMOROSO, SHERRY. MANZANILLASHERRY-very pale & dry VINO PURO—a pretty delicate wine.

These Sherries are also shipped in Jars containing 4 gallons. "INVALIDS" PORT, a most agreeabl wine, approved by many Physicians. SCOTCH WHISKY-of several sorts; viz: In square bottles-Napier Johnstone's.

In round bottles-C. P. & Co.'s, "Heart shaped label." Inround bottles-The celebrated Glenlivet IRISH WHISKY—only the best. COGNAC-from the very best to medium This Firm's Cognacs are too well known to need

recommendation. Prices on application.

T INDEPENDANCE BELGE Le meilleur marché, le plus répandu et le Has a LARGER, CHOICER, and more COMPLETE mieux informé des grands journaux européens en COLLECTION of VIEWS, than any othe languo francaise. EDITION QUOTIDIENNE 3 Mors, frs. 15. 6 Mors, frs. 30. 12 Mors, frs. 60

. EDITION HEBDOMADAIRE

dite d'outre-mer (destinée spécialement aux pays horse d'Europe) composée de HUIT PAGES GRAND FORMAT, resumant tous les faits et les evenements de la semaine. Revue politique generale, chroniques artistiques, littéraires et mondaines de toutes les JOR the Convenience of Customers, capitales d'Europe. Sport, modes, commerce. Romans feuilletons inedits des principaux au- g- VAR REFINING COMPANY, LIMITED" can I teurs contemporains, etc.

PRIX D'ABONNEMENT: Six Mois, 16 francs. Douze Mois, 30 francs. Prices as at the Revinery; or Retail Orders CONDITIONS: parnée d'un mandat sur la posce ou autre à vue in writing direct to the Refinery at East Point. sur Bruxelles, Paris on Londres Les abonnements commencent le 1er ou 16 de chaque mois. Envoi gratutt de deux numeros spécimens à toute personne qui en adressera la demande scrito A l'administration, 9, Rue d'Argent, MHE Undersigned have been appointed Sole FITHE DETACHED RESIDENCE known

Bruxelles. Tour Abonne d'une année à dater du 1er Hongkong and China by Messrs. J. & B. Ten- Torms Moderate. janvier 1886 recevra des à present GRATUITEMENT Altuzeraig (s.) Yokohama................. Doc. 9 st à titre de prinie, le journal jusqu'au debut de Menelaus (s.) Shanghai Dec. 9 sa periode d'abonnement.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES. THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application. CLAIMS ON THE ORIENTAL BANK

CORPORATION PURCHASED ON

ADVANTAGEOUS TERMS. H. A. HERBERT. Manager, Hongkong Branch. Hongkong, 6th July, 1885.

ET ONGKONG&SHANGHAIBANKIN CORPORATION. 26 RESERVE FUND 4,500,000. RESERVE FOR EQUALIZATION OF ? DIVIDENDS

RESERVE LIABILITY OF PRO- ? PRIETORS COURT OF DIRECTORS:-Chairman Hon. P. D. Sassoon Deputy Chairman - A. McIver, Esq. E. H. M. Hantington, Esq. L. Dalrymple, Esq. C. D. Bottomley, Esq. H. Hoppius, Esq.

A. P. McEwon, Esq. M. Grote, Esq. Hon. W. Koswick CHIEF MANAGER. Hongkong-Thomas Jackson, Esq. MANAGER. Shanghai-Ewen Cameron, Esq.

LONDON BANKERS-LONDON & COUNTY BANK. Hongkong-Interest Allowed. On Current Deposit Account at the rate of 2 per cent per Annum on the daily balance. OL Fixed Deposits:-

For 3 months 3 per Cent. per Annum. For 6 months 4 per Cent. per Annum. For 12 months 5 per Cent. per Annum. LOCAL BILLS DISCOUNTED. CREDITS granted on approved Securities, and every description of Banking, and Exchange business transacted. DRAFTS granted on London, and the chief commercial places in Europe, India, Australia,

America, China and Japan. T. JACKSON, Chief Menager. Hougkong, 31st December, 1885. NOTICE.

DULES OF THE HONGKONG SAVINGS BANK. 1.—The business of the above Bank will b

conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1. 2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year. 3.—Depositors in the Savings Bank having \$100 or more at their credit may at their option transfer the some to the Hongkong and Shang 48 hai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of Si per cent. por annum will be allowed to Depositors on their 5.- Each Depositor will be supplied gratis with a Pass-Book, which must be prescuted with

6.—Correspondence as to the business of the 7. Withdrawals may be made on demand, but the personal attendance of the Depositor or Have always on hand supplies of the best his duly appointed Agent, and the production of his Pass-Book are necessary.

For the Hongkong and Shanghai Bank. ING CORPORATION, T. JACKSON. Chief Manager.

Hongkong, 8th May, 1885. a Suitable Man.

Apply by letter to KELLY & WALSH, LIMITED, Hongkong, 21st January, 1886.

STEAMBOAT COMPANY, LIMITED. NOTICE TO SHAREHOLDERS.

HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 7, Queen's Road Central, on SATURDAY, the 30th inst., at THREE O'CLOCK IN THE AFTERNOON, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, ideclaring a Dividend, and electing Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 17th to the 30th

By Order of the Board of Directors, T. ARNOLD. Secretary. [139] Hongkong, 11th January, 1886. MANNED FRUITS,

VEGETABLES, MEATS AND SALMON. CALIFORNIA PLOUR AND MEALS. IRON MANTEL PIECES. HEADSTONES AND MONUMENTS.

BICYCLES AND TRICYCLES.
AMERICAN BILLIARD& POOL TABLES AMERICAN CARRIAGES & BUGGLES. BORAX, REFINED & POWDERED. ELECTRIC FAMILY SOAP.

Hongkong, 8th September, 1885. PHOTOGRAPHER. STUDIO, ICE HOUSE LANE,

BEHIND NEW ORIENTAL BANK, . . Hongkong. in the Empire, the Copies of which are only to be purchased at his Studio or Messie. KELLY & WALSH'S Store. IVORY MINIATURES of Superior Excellence

and High Finish, painted under careful INSTANTANEOUS VIEWS, GROUPS and Por-TRAITS of different sizes taken daily.

the PRODUCTIONS of the "CHINA hen sforward, be obtained by RETAIL FOR CASH, at No. 3, Peel Street, at the same will be delivered at addresses in town on ampli-Toute demande d'abonnement doit être accom- cauts forwarding their monthly requirements JARDINE, MATHESON & Co., General Agents.

Hongkong, 28th July, 1885. . Agents for the Sale of their Goods in L ss "CRAIGENGOWER," Caine Road. MENT. Glasgow, and Messrs. DAVID CORSAR & Sons. Arbroath.

Hongkong, January, 1867.

ARNHOLD, KARBERG & Co.

to Sell by Public Anction,

TO-MORROW,
the 28th January, 1886, at 2 F.M., at., the
Residence of R. A. Gubbay, Esq., Corner of Elgin Street, THE WHOLM OF THE .ELEGANT

OUSEHOLD FURNITURE Comprising: CRETONNE COVERED DRAWING ROOM SUITES. ENGLISH-MADE MOROCCO COVERED COUCH and EASY CHAIR, CANTON MADE MARBLE TOP BLACKWOOD TABLES. HANDSOME MERRORS in GILT and EBONY FRAMES, OIL-PAINTINGS, EN-

GRAVINGS, JAPANESE ENAMELS, and ORNAMENTS, &c. EXTENSION DINING TABLE, SIDE BOARD, CUTLERY, PLATED, GLASS, and CROCKERY WARE, &c. IRON BEDSTEADS with PATENT SPRING | per procuration. MATTRESSES, WARDROBES with GLASS MARBLE-TOP WASHING-STANDS and DOUBLE SETS, BUREAUS and GLASS, CARPETS, CURTAINS, &c. A SQUARE PIANO, by HALLETT and CUMSTON, of Boston.

CATALOGUES will be issued prior to the Sale and the Articles will be on view on WEDNES. DAY, they 27th inst. G. R. LAMMERT,

Auctioneer. Hongkong, 21st January, 1886.

FINE GUN ROOM OFFICERS H. M. Audacious will NOT be RESPONSIBLE for any DEBTS incurred by CHEUNG A.FU, GUN ROOM MESSMAN. Hongkong, 26th January, 1886."

GOVERNMENT CIVIL HOSPITAL. WARDMASTER REQUIRED. \$40 a Month. BATIONS. OF APPROPRIATE APPLICATIONS with Testimonials will received by the Colonial Surgeon un

Noon, 1st February. Hongkong, 26th January, 1886. WESTBURY, 3 & 4, WALDEGRAVE PARK ROAD, STRAW-REERRY HILL, London, S.W., WATILLIAM F. WALKER, M.A., C.E. (Ex-Classical Scholar and Senior Mo-

DEBATOR in MATHEMATICS AND PHYSICS, TRINITY COLLEGE, Dublin,) and B. VON HOHNFELDE, PH. D., Barline University. (LATE SENIOR TUTOR ON THE MODERN SIDE AT VICTORIA COLLEGE, JERSEY).

Assisted by a Staff of HIGHLY QUALIFIED MASTERS, Receive and Prepare a limited number of Pupils, resident and non-resident, for I.—THE ARMY. (a)-The preliminary examinations for Woolwich and Sandhurt.

II.-THE UNIVERSITIES. 'III.—THE INDIAN CIVIL SERVICE. For further Particulars apply to the Editor | CHANT, SHIPPING and COMMISSION AGENT Hongkong Daily Press, or to the Principals.

STEAM LAUNCH Co.,

COAL for Houses, STEAMURS, & SHIPS at MODERATE TERMS No. 16, TUNG MAN LANE, HOUGKONG. Hongkong, 17th September, 1885.

EX EATING'S COUGH LOZENGES. ANTED—An Experienced ENGLISH Coughs, Asthma, Bronchitis, Difficulty some Traders in Hongkong, Macao, &c., have BOOK-KEEPER. Good Salary to, of Breathing are speedily cured by Keating's imitated our Trade Mark and our Firm Style, Cough Lozenges (recognised and recommended selling inferior Tea. On account of the above by the Medical Faculty). No other remedy is circumstances we recently Established a Branch half so effective. One Lozenge alone gives re- of our Firm at 17, Bonham Strand, Hongkong, lief. They contain no Opium, Mot phia nor any in the house occupied by KWONG MOW 189 violent drug, and may be taken by the most de- TYE, in order to counteract the Traders' imita-

TO BE LET.

in Bottles.

* TO LET. DOOMS in CLUB CHAMBERS.

DOUGLAS LAPRAIK & Co. Hongkong, 1st February, 1882. TONGKONG WHARF & GODOWNS

Goods received on STORAGE at Moderate Rates, in First-class Godowns. Entire GODOWNS to be LET Hongkong, 3rd March, 1881.

TO LET. A COMMODIOUS and WELL LIGHTED OFFICE, Situated on Praya Central. LANE. CRAWFORD & Co.

Hongkong, 22nd January, 1886. TO LET. COLLEGE CHAMBERS (late HOTEL DE CE ORGE GOULETT) L'UNIVERS) Single Rooms or Suites of Apartments. TWO FURNISHED BUNGALOWS.

DAVID SASSOON, SONS & Co. Hougkong, 7th December, 1885. TO LET.

POKFOOLUM.

ROCKHURST, ROBINSON ROAD. Apply to DENNYS & MOSSOP. 43, Queen's Road,

Hongkong, 25th January, 1886. TO BE LET. . TATO:31, ELGIN TERRACE-Corner of Elgin Street and Caine Road. Possession 1st

Hongkong, 25th December, 1885.

Hongkong, 30th October, 1885.

February next. No. I, ALBANY-SIX ROOMS. OUT-OFFICES, and GARDEN, Gas and Water haid on. Possession 1st February next. OFFICES and ROOMS in Queen's Road Hongkong, 11th April, 1883. Central. GODOWN on Water Side of FLETCHERS

HO KAI,

16. Bank Buildings,

Queen's Road.

LINSTEAD & DAVIS.

BOILER MAKERS, COPPER SMITHS TO BE-LET OR SOLD. BRASS & IRONFOUNDERS, ENGIN-IMMEDIATE POSSESSION. EERS & SHIP BUILDERS. 17, WEST POINT, HONGRONG.

THE INTEREST and RESPONSIBILITY OF ME. FRANCISCO MAMEDE GON-SALVES in the Firm of Messrs. ROZARIO & Con coased on the 31st December last: " The Business will in future be carried on by the Unitersigned alone, under the SAME STYLE AUGUSTO JOSE no ROZARIO. Hongkong, 1st January, 1886.

NOTICE. TATE have THIS DAY Established ourselves at this Port as MERCHANTS and GENERAL COMMISSION AGENTS. MR. J. S. SHOOKER will Manage our Business and is authorised to SIGN our Firm S. J. DAVID & Co. Hongkong, 25th January, 1886.

NOTICE. TATR. DAVID ALEXANDER TROTTE is admitted a PARTNER in our Firm in Amoy and Formosa from this date. Amoy, 1st January, 1886.

HONGKONG AND CHINA GAS COMPANY, LIMITED. HEREBY beg to notify that MR. WILLIAM SIDNEY BAMSEY has been appointed Assistant Manager to the above Company from this date.

Hongkong, 13th January, 1886. TAR R. CECIL WILLIAM HOLLIDAY is admitted a PARTNER in our Firm from

HENRY R. H. MARTIN,

General Manager.

this date. HOLLIDAY, WISE & Co. Hongkong, 1st January, 1886. NOTICE.

E Have authorised Mr. FRANK Firm per procuration. HOLEIDAY, WISE & Co. Hongkong, 4th January, 1886. NOTICE.

THE Undersigned intends to leave the Colony in February next; Mr. K. A. CHINOY is authorized to Sign my name and will continue my Rusiness as heretofore. A. H. CHINOY. Hongkong, 1st January, 1886.

A. S. WATSON & Co., LIMITED. R. JOHN DAVEY, the SECRETARY, authorised to Sign for the Company in that Capacity. JNO. D. HUMPHREYS,

General Manager. Hongkong, 20th January, 1886. OTICE is heroby given that the PARTNER-SHIP hitherto existing between Mr. (6)-The Open Competition for admission to FRANCISCO MAMEDE GONSALVES and the Royal Military Academy, Woolwich, Mr. AUGUSTO JOSE Do ROZARIO, asand to the Royal Military College, Sand. ROZARIO & Co., Merchants of Hongkong. has this day been dissolved by mutual consent. WITH reference to the above I have this

> under the Style or Firm of GONSALVES & F. M. GONSALVES. 14, Abeldeen Street.

day Established myself at this place as Men-

Hougkong, 1st January, 1886. 何發射告白 THE HANG YUE SHOP, Honam, Canton has for more than Twenty Years carried on the Business of Tea Merchants and secured a 1689 wide reputation for their FLOWER SCENTED CHORUS..... KULO PAU-CHONG, CHEUNG CHONG SU-CHONG and CHEUNG-CHONG ROSED SU-CHONG, all guaranteed of the Best Quality, but lately Soli and Chorus HONGKONG, CANTON, AND MACAO troubled by the throat. Sold by all Chemists, registered our Trade Mark according to the re-[2142] quirements of Ordinance No. 16 of 1873, so our used on the 20th February next. We beg there. | Song (Seprano) Il Bacio.

> and Boxes in which the tea is packed. LEUNG SHEK WAN, HANG MEE SHOP, Honam. Canton. OTICE is hereby given that on the 3rd day of June last, YEUNG YUK CHI and his Son YEUNG HEE KUM (the latter having been the Manager) retired from the Business of the HOO TAI LOONG SHOP, No. 50, Praya Central, and Sold all their own Shares of the Business to YEUNG MING LAI TONG who had been until then Partners or Shareholders. Settlement of Accounts has been made. The said YEUNG MING LAI Tong will not China, Corea, and Japan for the Sale of otherwise accessible in any collected form.

that our Trade Mark is on the Paper, Matting,

hold themselves Responsible for any Debts, PIANOS, by Mossrs. M. F. RACHALS & Co., CIII or his Son Yeung HEE KUM. Creditors and Debtors are also hereby re-YEUNG TSO MAN, YEUNG MAN FUNG, and YEUNG KING SHAN, or certified by the putting on the same documents of the Chop of HOO

211 TAI LOONG MING KEE. Hongkeng, 12th August, 1885. CHAMPAGNE.

PUSTAU & Co., Agents. Hongkeng, 18th January, 1884. THE NEW YEAR. THE LATEST NOVELTY.

NGLO-CHINESE CALENDAR, FOR THE DESK,. In RED AND BLACK. In RED INITATION MOROCCO CASE.

PRICE ONE DOLLAR.

For Sale at the Book Stores. DORTLAND CEMENT. J. B. WHITE & BROS. SOLE AGENTS FOR CHINA. HOLLIDAY WISE & Co.

THE HONGKONG AND CANTON ARON WORKS, '(KWONG YAN TAL)

All Orders will receive prompt attention at very moderate charges. All communications to be addressed to THE MANAGER. Hongkong, 5th, Docember, 1885.

may be obtained. Optional Cargo will be forwarded, unless notice to the contrary be given before Noon, TO-MORROW, the 25th inst. Cargo remaining undelivered after the 31st nstant will be subject to rent.

ive left our Godowns. No Fire Insurance has been effected. Bills of Lading will be countersigned by SIEMSSEN & Co. Hongkong, 24th January, 1886. STEAMSHIP "DJEMNAH"

No Claims will be admitted after the Goods

MARITIMES. NOTICE. CONSIGNEES of Cargo from London, Antwerp. Havre, and Bordeaux, Ex S. S. "MATAPAN." "THANE," and "FRE-DERIC MAUREL," in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure, and THE Steamship Valuables, are being landed and stored at their

COMPAGNIE DES MESSAGERIES

risks at the Company's Godowns, whence delictory may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M., TO-DAY (SUNDAY), requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MON-DAY, the 1st February, at Noon, will be subject to rent and landing charges at one cont.

per packuge per diem. All Claims must be sent in to me on or before WEDNESDAY, the 3rd February, or they will not be recognized. No Fire Insurance has been effected. G. DE CHAMPEAUX,

Hougkong, 24th January, 1886. OCEAN STEAMSHIP COMPANY. CONSIGNEES per Company's Steamer

ERNEST NICHOL to Sign our are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it 196 will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and flor the 23rd inst. Goods undelivered after the 30th instant, will be subject to Rent.

> Hongkong, 22nd January, 1886. TONGKONG CHORAL SOCIETY MIPP GIAE

> > CONCERT,

BUTTERFIELD & SWIRE, Agents.

ST. ANDREW'S HALL, CITY, HALL, HONGKONG, SATURDAY EVENING, the 30th instant,

PROGRAMME: PART I. "MAY QUEEN." (by Sir W. STERNDALE BENNETT).

...... Awake, Awake! RECITATIVE (Soprano)...... RECIT. AND AIR (Tenor) O Meadow elad in CHORUS O Melancholy plight (Will a laugh as we Solo and Chorus go round. RECIT. AND DUET (Ten. and Sop.)..... AIR (Bass)..... RECIT. and Trio Sop. Ten. and Bass (Hark's their notes ... the haut boys swell. Soli and Chorus ... (And the cloud hath

INTERVAL OF 10 MINUTES. PART II. Song (Contralto) Charity. DUET. Hear me Norma.

passed away.

Song (Bass) fore our Customers will take particular Notice GLEE GOD SAVE THE QUEEN. .

> ADMISSION-TWO DOLLARS, By TICKET ONLY. Seats may now be booked at Messrs. LANE, CRAWFORD & Co.'s. Doors Open at 8.30. Concert to commence

nunctually at 9 P.M. Hongkong, 26th January, 1886. PIANOS. FIHE Undersigned bogs to announce that Gardening Aspects for each month in the year,

Old or New, contracted by the said YEUNG YUK Hamburg, and Messrs. Schledmayer & Co., 241 SYDENHAM MOUTRIE. quested to send their contracts to be signed by THE PIANOFORTE AND MUSIC WAREHOUSE, Shanghai. lst January, 1886.

> LIMITED DEBENTURE LOAN FOR \$300,000. OUPONS for INTEREST falling due on HI, who was adjudicated Bankrupt on the 31st December, 1885, will be paid on pre- 22nd October, 1883, will be held before EDWARD sentation at the Office of the Hongkong AND JAMES ACKROYD, Registrar of the Supreme 194 SHANGHAI BANKING CORPORATION, Hongkong, Court, at the Court House, Victoria, in the JARDINE, MATHESON & Co.,

Hongkong, 31st December, 1885. FURNITURE WAREHOUSE. EVERY description of FURNITURE on SALE and for HIRE at Moderate Prices. Large quantities of JAPANESE and CHI-NESE CURIOS for Sale.

General Agents.

E. CASSUMBHOY,

Opposite City Hall.

MAIL TABLES. NEOW READY MAIL TABLES

1886. Showing Dates of DEPARTURE of ENGLISH and FRENCH MAILS from Hong-KONG, of their anticipated ARRIVALS in LONDON, and the Dates of RETURN DESPATCHES; and containing also a similar Table regarding

PARCEL POST

AN ALMANAC FOR 1886. On Paper 10 Cents each, or One Dollar per Dozen. On Card Board 20 Cents each. Also ANGLO-CHINESE CALENDAR. On Card Board 10 Cents. " Daily Press" Office,

Hongkong, 21st December, 1885.

PRICE \$2) PER MONTH

NEW ADVERTISEMENTS

Under the Distinguished Patronage and in the HIS EXCELLENCY W. H. MARSH, ADMINISTRATOR.

COMPLIMENTARY BENEFIT

- will be tendered to MR. F. M. PAGE, THIS (WEDNESDAY) EVENING,

the 27th January, 1886, LADY AND GENTLEMAN AMATEURS, on which occasion will be produced HAWTREY'S CELEBRATED COMEDY "THE PRIVATE SECRETARY." By kind Permission of Col. FOSTER, the BAND OF THE NORTHAMPTONSHIRE

Seats can now be booked at Messrs. KELLY AND WAISH, LIMITED. Hongkong, 21st January, 1886.

REGIMENT will play Selections during

the Evening.

FOR YOKOHAMA AND HIOGO. "LYDIA," Suptain Voss, will be despatched for the above Ports TO-MORROW, the 28th instant, at

FOUR P.M. For Freight or Passage, apply to SIEMSSEN & Co., Hongkong, 27th January, 1886. STEAM TO BOMBAY VIA STRAITS.

THE P. & O. S. N. Co.'s Steamship " BANGALORE.' will leave for the above place on WEDNES-DAY, the 3rd February, at 2.30 P.M. Superintendent.

Hongkong, 26th January, 1886.

For Freight or Passage, apply to

BEN LINE OF STEAMERS. FOR YOKOHAMA AND HIGGO. THE Steamship "BENARTY," Captain Le Boutillier, will be despatched for the above Ports on or about 3rd February.

GIBB LIVINGSTON & Co. Hongkong, 26th January, 1886. INDO-CHINA: STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE. THE Company's Steamship "WINGSANG." having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into Jardine, Matheson & Co.'s West Point Godowns, whence delivery may be obtained. Corgo remaining undelivered after the 3rd

No Fire Insurance has been effected Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers. Hongkong, 26th January, 1886. BRITISH BARK "FME," Capt. SUMMERS,

February, will be subject to rent.

FROM LONDON. ONSIGNEES of Cargo by the above versel ore hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from along side. Cargo impeding the discharge will be at once

landed and stored at Consignees' risk and SIEMSSEN & Co., Agents. Hongkong, 26th January, 1886. ELLY AND WALSH LIMITED.
HAVE JUST RECEIVED.

The NAUTICAL POCKET MANUAL 1886, containing Shanghai Tide Tables, List of Lights, Buoys, and Beacons in China and Japan Coast, Dr. Hirth's Documentary Chinese. Customs Medical Reports-New Volume. Every day Life in China. Proctor's How to play Whist. A. B. C. Telegraph Codes. Grace's Landscape Painting in Oils.

Theatre Annual, Beeton's Annual, Queen

Annual.

Peile's Lawn Tennis Manual. Complete Sets of Lawn Tennis. New Tennis Bats and Balls. Tracing Cloth. New Pocket Books-New Blotters. New Cigar and Cigarette Cases. New Stock of Photo Albums. Photo Screens in Plush and embossed Leather. Latest Designs in Ball Programmes.

Chit Books and Chit Cases. JUST PUBLISHED, PRICE \$1. THE HONGKONG ALMANACK, 1886. Containing Astronomical Phenomena for the year, Tide Tables for Hongkong, Saigon, Bangkov. Haiphong, and Woosung Bur, Tidal Constants for all Ports between Singapore and Newchwang, Seaman's Wages Table in Dollars, he is SOLE AGENT for Hongkong, and a mass of useful local information not KELLY & WALSH, LD., HONGKONG.

> IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY. CHINA SUGAR REFINING COMPANY, IN THE MATTER OF TSUI TSZ H1, a Bankrupt.

OTICE is hereby given that a MEETING of the CREDITORS of TSUI TSZ HI, who was adjudicated Bankrupt on the Colony of Hongkong. on THURSDAY, the 11th day of February, 1886, at 2.30 of the CLOCK IN THE AFTERNOON precisely, for the purpose of receiving a Statement of the Estate of the Bankrupt, and of declaring a Dividend. Creditors who have not yet proved must do so on or before the said 11th February, 1886. Dated this 22nd day of January, 1886.

PIERS AND GODOWNS, WEST POINT. THESE are now in working order. Steamers are berthed at the Wharf, and Cargo received and stored at Cheap Rates. The Godowns are Two Storied, Dry, Airy, and well suited for the Storage of Silk, Cotton, and

JARDINE MATHESON & Co.'s

EDW. J. ACKROYD,

Registrar.

Woollen Piece Goods as well as General Merchandise. ADVANCES MADE ON CARGO STORED. For Rates and Further Particulars, apply to · MANAGER,

or to JARDINE, MATHESON & Co. Hougkong, 1st December, 1885. QUARE BOTTLE WHISKY, NAPIER JOHNSTONE'S BLEND,

Superb Quality, CUTLER, PALMER & Co.'s SELECTION. Apply to LANE, CRAWFORD & Co., Hongkong.

January- DEPARTURES.

FOR SALE. NOW READY. HRONICLE AND DIRECTORY

With which is incorporated THE CHINA DIRECTORY. (TWENTY-FOURTH ANNUAL ISSUE) ROYAL OCTAVO, pp. 1,132 with plans \$5.00

THE CHRONICLE AND DIRECTORY has been thoroughly revised and brought up to date, and is again much increased in bulk. It contains DESCRIPTIVE and STATISTICAL ACCOUNTS of, and DIRECTORIES for HONGRONG-VLADIVOSTOCK. Do. Ladies' Directory JAPAN-Do. Military Forces. Nagasaki. Kohe (Hiogo). Do. Chinese Hongs. MACAO. Tokio. CHINA— Pakhoi. Yokohama. Hoihow. Niigata. Hakodate \mathbf{W} hampoa

Canton. Swatow. THE PHILIPPINES-Manila. Cobu. Amoy. Takao. Hoilo. Tsiwanfoo. BORNEO-Tamsui, Sarawak. Kelung. Labuan. Foochow. British North Borneo Wenchow. Cochin China-Saigón. Cambodia. Ningpo. Shanghai. Chinkiang. ANNAM-Wuhu. Hué.

Tourane.

Quinhon.

Tonquin-

Нацоі.

Chefoo. Taka. Siam— Bangkok. ${f Tientsin}.$ STRAITS SETTLEMENTS. Paking. Port Arthur. Singapore. Malacca. Newchwang. COREA ·Penang. Malay States Jonehuan. Sungei Ujong. Fusan. Yuansan. Selangor. PORT HAMILTON Perak.

Kinkinng.

Hankow.

British. French. Shipping—Officers of the Coasting Steamers of China & Manila S. S. Co. P. &. O. S. N. Co. Messag, Maritimes. Siemssen & Co. -Japan M. S. S. Co. H. C. &. M. S. B. Co. Miscellaneous Coast Douglas S. S. Co. China Mer. S. N. Co. Steamers.

NAVAL SQUADRONS-

The LIST OF RESIDENTS now contains the names of TWELVE THOUSAND, THREE HUNDRED, AND EIGHTY SIX FOREIGNERS arranged under one Alphabet in the strictest order, the initials as well as the surnames being alphabetical.

The MAPS and PLANS have been mostly re-engraved in a superior style and brought up to date. They now consist of FLAGS OF MERCANTILE HOUSES IN CHINA. CODE OF SIGNALS IN USE AT-VICTORIA PEAK. MAP OF THE FAR EAST. MAP OF THE ISLAND OF HONGHONG. PLAN OF THE CITY OF VICTORIA. PLAN OF THE CITY OF CANTON. Plan of Foreign Concessions. Shanghai. PLAN OF YOKOHAMA. PLAN OF MANILA. PLAN OF SAIDON. Plan of Town and Environs of Singapore. PLAN OF GEORGE TOWN, PENANG. Among the other contents of the book are-

rise and Sunset, Mean of Barometer and Thermometer, Rainfall, Eclipses, Festivals, &c. A full Chronology of remarkable events since the advent of foreigners to China and Japan. A description of the Festivals, Fasts, &c., observed by Chinese, Mahomedans, Parsees, Jews, &c., with the days on which they fall. Comparative Tables of Money, Weights, &c. The Hongkong Postal Guide for 1886. Arrivals and Departures of Mails and Parcel Post at and from London and Hongkong. and Shanghai.

An Anglo-Chinese Calendar, Meantime of Sun-

Hongkong Chair, Jinricksha, and Boat Hire. This issue contains the New Scale of Hong-

kong STAMP DUTIES, also tables of COURT-FEES not elsewhere published. The APPENDIX consists of FOUR HUNDRED PAGES of closely printed matter, to which reference is having commercial or political relations with the allowed by any certificate or licence issued Countries embraced within the scope of the CHRONICLE and DIRECTORY.

TREATIES WITH CHINA-Great Britain, Nanking, 1842 Tientsin, 1858 Chefoo, with additional Article.

and all others not abrogated France, Tientsin, 1858 Convention, 1860 Tientsin, 1885 United States, Tientsin, 1858 Additional, 1869 Peking, 1880 German, Tientsin, 1861

Peking, 1880 Russia, Japan, Spain, Brazil, and Pern. TREATIES WITH JAPAN-Netherlands Great Britain United States TREATIES WITH COREA TREATIES WITH SIAM TREATIES WITH ANNAM TREATIES WITH CAMBODIA

CUSTOMS TARIFFS Siamese Chinese Japanese LEGAL Orders in Council for Government of H.B.M. Subjects in China and Japan, 1865, 1877, 1878, 1881

in China and Japan Tables of Consular Fees -Code of Civil Procedure, Hongkong Admiralty Rules Foreign Jurisdiction Act Regulations for the Consular Courts of United States in China Rules of Court of Consuls at Shanghai

Chinese Passenger Act TRADE REGULATIONS China Customs Seizure, China Customs and Harbour Regulations for the different ports of China, Philippines, Siam, &c. Pilotage Regulations

HONGKONG Charter of the Colony New Rules of Legislative Council

The Treaties between France and China, 1885. and France and Siam. Additional Article to Chefoo Convention, together with many other cule affecting German ships sailing from the items, have not appeared in previous issues.

Orders may be sent to Daily Press Office, where | place appears a new Rule to the effect that it is published, or to the following Agents: ships arriving between the 20th day of MACAO.....Mr. F. A. da Cruz. SWATOW Messrs. Quelch & Co. .. Mesara, C., Gerard & Co. FORMOSA.....Messrs. C. Gerard & Co. ...Messrs. Hedge & Co. Messrs. Kelly & Walsh, 8'ghai. bring deck passengers in such numbers as Shanchai.....Messis. Hall & Holtz. would be allowed if such ships were British Shandhai Mesars, Kelly & Walsh. ships arriving from any such port or place Northern & Messrs. Hall & Holtz and Kelly to which the Legislation of the legislature River Ports & Walsh, Shanghai. NAGASAKI Messrs. The C. & J. Trading Co. under the Chinese Passengers Act 1855 for HIOGO, OBAKA... Messrs. F. Walsh & Co. the time being extends, provided always that YOKOHAMA Messrs, Kelly & Walsh. MANILA Messrs. Diaz Puertas & Co. every such ship shall be furnished on deck SAIGON with a suitable awning and screens sufficient TonquinMr. Ch. Dupont. for the protection of the deck passengers BANGKOK Messrs. Ramsov & Co.: SINGAPORE Messes. Sayle & Co. from the sun and from rain. Another rule ... Messra. Maynard & Co. provides that no ship arriving between the -Colombo Messrs. A. M. & J. Ferguson. 16th June and 19th October, both inclusive, CALCUTTA..... Messre. Newman & Co. SYDNEY AND } Messrs. Gordon & Gotch. at any port of the Colony, from any such BRISBANE ... port or place as in this Order is mentioned MELBOURNE... Messes. Norton, Hargrave & Co. or referred to, shall under any circumstances ... Mr. F. Algar, Clement's Lans.

BAN FRANCO. Mr. L. P. Fisher, 21, Merchants. Erchange. NEW YORK Mr. A. Wind, 21, Park Row. Daily Press Office, January 1886, j

London...... Messrs. Street & Co., 30 Cornhill.

Messrs. Bates, Hendy & Co.

INTIMATION DISPENSARY. HE HONGKONG

CHRISTMAS AND NEW YEAR GOODS are now being sold off at REDUCED PRICES. BONBONS and CRACKERS, in great Variety.

ORNAMENTAL BOXES CHOCOLATE CREAMS. CRYSTALLISED FRUITS,

PURE CONFECTIONERY, WATSON & Co., LIMITED.

Hongkong, 21st January, 1886. NOTICE TO CORRESPONDENTS: Communications on Editorial matters should be

addressed "The Editor," and those on business "The Manager," and not to individuals by name. Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good All letters for publication should be written on one

mide of the paper only! Advertisements and Subscriptions which are not Captain Le Boutillier, from London, left Singa-Orders for extra copies of the Daily Press should be sent before 11 s.m. on the day of publication After that hour he supply is limited.

Honghone, JANUARY 27TH, 1886.

tled in a way which must be, if not entirely, owners. It will be remembered that some time ago the fact that German vessels were carrying more passengers to Singapore than was permissible under the then existing Straits Regulations was brought prominently into notice, and representations as to the injustice done to. British shipowners by this unequal competition led to prosecutions being instituted at Singapore against several heavy penalties. Representations were then made to the Foreign Office by the German Government on the subject, and our German friends had a good case to put forward, inasmuch as it was said the vessels which had been fined had complied with the requirements of the British law as represented by the Chinese Emigration Act and the regulations made under that Act by the Hongkong Legislature. Instructions were then, presumably, sent out by the Foreign Office to the Straits Government to amend their regulations to meet the difficulty which had larisen, for an Order in Council was made by the Acting Governor of the Straits embodying the port of Due with the Alexandrovsky settlenew regulations. These new regulations were of a most extraordinary character, giving, as Scales of Commissions and Charges adopted by shipping. They provided that "ships of the Chambers of Commerce of Hongkong, whatever nationality arriving at any port of the Colony from Hongkong, and British ships arriving at any port of the Colony from any port or place to which the legislation of the Legislature of Hongkong under The New Year's day, in a calm, on the south-west Hongkong on the 17th October, 1885. Both side of such ship, and also that nothing contained rely entirely on their testimony. As, however, meither their clock nor the watch of the

being extends, may bring passengers in such by the proper officer under such legislative to enumerate in an Advertisement, but include— at any port of the Colony from any of the Treaty Ports of China may bring deck passengers in such numbers as may be allowed and prescribed by any certificate or licence issued by the proper German Consular authority at the port from which she has sailed in accordance with the German Consular Liw for the time being applicable to such ships." This provision of course gavo German ships an immense advantage over British ships when sailing for Singapore from any Chinese port, as the German regulations are much more liberal with regard to the number of passengers that may be carried than the British regulations. It in fact not only legalised the inequality of treatment which had originally given rise to the agitation, but gave the German authorities, who had hitherto recognised to a certain extent the Hongkong regulations, full liberty, to frame what Rules of H.B.M. Supreme and other Courts regulations they pleased for the benefit of their own shipping. The promulgation of the new regulations was received on this side with unfeigned astonishment and dismay, and a representation of the Hongkong Chamber of Commerce to the to rectify the injustice, and ships taking The previous Straits Order in Conneil has been cancelled, and a new Order has been passed under which new provisions will take effect from the 15th proxime. The special Treaty Ports of China disappears, and in its October and the 5th day of June, both inclusive, from any of the Treaty Ports in China, and not being British ships, may

be allowed to bring deck passengers. Whe-

not is a question which does not affect the

principle of equality of treatment for all

ressels, which was what was contended for, result,

If it be considered that the existing regulations are unnecessarily stringent, in view of the rapidity with which voyages are now made, their relaxation can be agitated for. The great point is that all vessels are now on Hongkong Races, 1886. the same footing, so far at least as regards deck passengers. In the summary of the new Order in Council given by the Straits Times we find no reference to 'tween deck passengers. The German regulations as to the space to be allotted to these are nominally the same as the British" regulations, but it is said certain portions of German vessels are measured as available space which are excluded under the British measurement. It is desirable that vessels of whatever nationality conveying emigrants to a British port should have to comply substantially with the requirements of the British regulations in respect of all the various classes of passengers. | 122 | Possibly the omission may only occur in the summary given by our contemporary and not in the Order itself, and in the absence of the full text of the letter it would be use-

The Portuguese gunboat Rio Lima went over to the Kowloon docks yesterday.

The Agents (Messra. Gibb. Livingston & Co. inform us that the Ben Line steamer Benarty. pore on Monday for this port.

A Rangoon telegram states that the Chinese. in addition to thoroughly patrolling their own side of the frontier, have offered the British authorities in Burmah the services of a thousand men in case of disturbances.

By the steamer Fokica, which arrived here yesterday morning from the Coast ports, we learn that the British steamer Camelot arrived at Swatow on the 25th instant with less of rudder and rudder post, having grounded to the south- the ship to the last and finally got into the ship's ward of Namos island.

The North Borneo Herald says that "three THE much vexed question as to the Straits more sailing ships from Australia are shortly to get clear and avoid being sucked down with alleges that a good look-out was not kept on must have been considerably more to the her to get her full length between the Genfrein Passenger Regulations has at last been set. expected for the fast developing timber trade of this country. We should like to see agents sent to Darvel Bay, and also to Province Dent, both Indo-China S. N. Co. Scottish Oriental S. S. Co. at least be almost satisfactory to British ship- of which have abundance of timber, and every facility for exporting."

We are requested to announce that the annual distribution of prizes at the Diocesan Home and side, and the Committee will be pleased to see as many of the friends of this institution present as can make it convenient to attend.

Messrs. Gaupp & Co. have now on view at their store in Quoon's-road the German Cap presented by the Tautonic community of this German steamers, which were mulcted in colony to the forthcoming race meeting. The cup is one of the handsomest trophies that has stances attending the collision is expected to be ever been offered for competition in this colony. held here in a day or two. It is of a most chaste and artistic design, is beautifully ornamented, and will make a handsome ornament on the sideboard of whoever may be fortunate enough to win it.

> We are courteously informed by Mr. Teiske Minami, Consul for Japan, that he has received a telegram stating that Prince Takashito Arisugawa died on Sanday last, the 24th instant. The late Prince was a near relative of His Imperial Majesty the Emperor, and was father of Prince Arisugawa, who is a Marshal of Japan and was formerly Poime Minister of the Empire. In accordance with the usual custom in Japan, Court mourning will be observed for five days.

Some of the Russian exiles on Saghalien Island have been employed in making a tunnel to connect

We (Straits Times) have advices from Anjer, dated January 5th, to the effect that the British constantly required by residents and those number as may in each particular case be be sold by anotion shortly. The personal effects, some stores, sails, and running gear were saved.

The following are the orders of the day at this aftern ion's meeting of the Legislative Coun.

1.—The Hon. W. Keswick, pursuant to notice, will ask the following question:-A difference in interpretation having been given to the law regulating the survey of coppered vessels since April, 1981, and a practice having been introduced since that date, which is at variance with that which was followed for at least as far

back as 1879, will His Excellency the Officer Administering the Government state why the change has been made, and a new, and, it is believed, unnecessity procedure adopted? 2.—First reading of a Bill entitled the Religious leromonies and Festivals Ordinance, 1836. 3.—The Council to go into Committee on the follow-

(a.)-A Bill to repeal the Usury Laws and to fix a logal Rate of Interest. and Books and the keeping of Printing Presses

within the Colony. 4.—Tuird reading of the following Bills:— (a.) -A Bill to empower the Colonial Treasurer to pay otherwise than to Executors or Administrators small sums due on account of pay or allowances to persons deceased. (b.)—A Bill for the better Apportionment of Rents

and Embezziement. tody of Infants. (e.)—A Bill to amend the Law relating to Sales of

Roads being so strong as to carry the French Article 18 of the said Regulations, that those responsibility of doing so in safety with reference subject at an angle of 49 deg. Putting the That it is quite bein armed with 6 Krupp breachicaders. The and crossing the fairway. By the preliminary doing so safely with reference to the passing of the Khira to the westward and northward of with them that taking all the circumstances the Tshung Tseng nor the Yu Yuen were intend. means by which the Camoria could get from them might, by taking proper precautions, have of the Amigo and that she was then steering way. That the officers of the Glenfruin did to form part of the expedition for the relief of the wharf to proceed eastwards except by going prevented a collision. Had the Harefield when a course which would bring her near the everything in their power to avoid collision. Formosa arranged by Admiral Sobelin, when he through this passage into the fairway. That the coming out of dock been unable to see vessels utern of the Ingraban. He also states that when it became imminent. The consequence is craisers in December, 1834. Admiral Sobelin of the fairway, heading about E.N.E. and the coming down the fairway been unable to reference to the plan will show as I consider was made out and that the Camerle was alone to

We have to acknowledge receipt yesterday

The American corvette Omaha, Captain T.

Solfridge, arrived at Amoy on the morning of the 22nd instant from Hongkong. "

THE LOSS OF THE BRITISH

STEAMER "CORINTH." Yesterday morning the Douglas steamer Fo inth, sunk in collision with the British gunboat from Amoy during the same morning. The folless to further discuss this branch of the ning, when the Corinth was some eleven miles

Anderson, of the Corinth, lost almost all ever his crew, consisting of about a dozen Chinamen. He ordered the boats to be lowered instant. of collision, and only altered her course to star- Khiva must considerably have exceeded 2½ knots. of the collision. Now, if the collision did occur ly, but the Chinamen, rushing madly to and fro. board just before the collision. That the Glen- That the Glen lowering them. This at length accomher. Shortly after the collision the Firebrand's cutter came alongside to offer help, and so much frightened and out of control were the were not stopped with sufficient promptitude and therefore on these grounds my duty to have de- one will admit that there was no one in so good the Corinth's boats to the man-of-war's cutter. The mails, the ship's papers, and almost all Orphanage, Bonham Road, will take place at personal effects of the Captain and the officers of the collision is attributable to the Camerta. consideration whether upon the whole evidence estimated the distance from his vessel to the noon to-day. The Hon W. Keswick will pre- were lost. The first and second engineers were The cause came on for trial on the 14th day her case was made out to my satisfaction. The place where the collision occurred, yet if only half dressed when the collision occurred, and

> had no time to go to the cabins again. The Firebrand also sustained some damages to her bow, but they were of no serious character. but she will most likely have to be docked, A Marine Court of Inquiry into the circum-

SUPREME COURT 26th January.

IN VICE-ADMIRALTY.

Before the Hox. Sir George Phillippo. MANDER FARQUHAR (Vigilant), NAUTI-CAL ASSESSORS.

" GLENFRUIN," \$70,000.

of the harbour, on the south

about 600 or 700 yards off and about 5 or 6 points fairway was clear, and if this could not be the second officer, the chief engineer, the steward kien arrived here with Captain Anderson, officers, and crew of the Union Line steamer Corgines of the Camorta were at once stopped and the Camorta should have stopped and the carpenter of the Galveston, all speak of and reversed her engines if necessary in order the collision as having occurred North of the reversed, the holm was put hard over to port and to have brought herself to a dead stop by the Khiva, a little on her starboard bow, although Firebrand. Commander Dickson, on the night of ing slowly shead and turning to starboard under cannot acquit the Camoria in entering the fair- 40 feet from the stem of the Khiva. The sethe 22nd inst. The Firebrand also arrived here the influence of her port belm and the reverse way as she did, not knowing whether it was clear | cond officer of the Iolani, to whose evidence we action of her screw, passed across the bows of the or not of having recklessly entered the fairway all attach much weight, speaks of the collision lowing particulars are all that we could gless buoy to which the Khiva was moored, and when safety with reference to the passing traffic. But and of seeing the three vessels in a lump. The concerning the disaster, the officers of both vessels preserving great reticence pending the inquiry that will shortly take place into the oic. about half-past eight o'clock on Friday night, it should place that are angle of about 25 december 100 make out the street of the Camorta was moored, and when the passed to the stern of the Camorta had passed to the stern of the Camorta was under the circumstances justified in entoring the fairway in cumstances justified in entoring the fairway in collision from the Island. But I and of seeing the tarce vessels in a number of the street was under the circumstances justified in entoring the fairway in cumstances justified in entoring the fairway in cumstances justified in entoring the fairway in cumstances justified in entoring the fairway in collision from the Island of seeing the tarce vessels in a number of the street of the street of the street of the street was under the circumstances justified in entoring the fairway in cumstances justified in entoring the fairway in cumstance being pretty clear at the time, the moon visible at intervals, with a considerable sea runder. The head of the Canorta was then about process. The head of the Canorta was then about the bridge of the Canorta came on the position described. It she was not place much confidence in this lying in the position described. It she was not place much confidence in this lying with her head to the E.N.E. as alleged. That until the bridge of the Canorta came on a level or thereabouts with the bridge of the Khiva it was not possible for those on board the starboard side of the Khiva, canoria to see the Glenfruin, because of the bad room to swing and there would have been and the Civil Engineer, in the plan he was not possible for the plan he was not possible for the plan he was not possible for those on board the canorta to see the Glenfruin, because of the canorta to see the Glenfruin, because of the canor to swing and there would have been and the Civil Engineer, in the plan he canorta to see the great at the tree was not produced on the part of the Khiva was not possible for the canorta to see the Glenfruin, because of the canorta to swing and there would have been and the Civil Engineer, in the port water-tight compartment was just penetrated. Khiva and of the mass of junks lying to the ample room to have passed on her starboard side of the Khiva. When side as is shown by the plans marked by the offiers of the Khiva, and in the centre of the fair way. The first officer of the Amigo puts the three starboard side of the shock was felt. Captain a rate of about 6 to 7 knots an hour, and, keep-starboard side of the Khiva, those and if anything a little on the port side a rate of about 6 to 7 knots an hour, and, keep-starboard side of the Khiva, those and if anything a little on the port side a rate of about 6 to 7 knots an hour, and, keep-starboard side of the Khiva, those and if anything a little on the port side a rate of about 6 to 7 knots an hour, and, keep-starboard side of the Khiva, those and if anything a little on the port side a rate of about 6 to 7 knots an hour, and keep-starboard side of the Khiva, those and if anything a little on the port side a rate of about 6 to 7 knots an hour, and keep-starboard side of the Khiva, those and if anything a little on the port side a rate of about 6 to 7 knots an hour, and keep-starboard side of the Khiva, those and if anything a little on the port side a rate of about 6 to 7 knots an hour, and have been shound any side as it is shown by the plans marked by the officer of the Khiva, and in the centre of the fair way. The first officer of the Amigo. control ing clear to the southern side of the fairway, she on board the Comorta ought to have seen the little closer to the Islani than the Amigo. The continued to move through the water at appar- Glenfruin before she got up to the stern of the carpenter of the Amigo also speaks of the Khiva's ently the same rate of speed until the moment Khiva. That her speed on coming up to the buoy being hidden by the Glenfruin at the time.

great difficulties that they succeeded in water at the moment of collision that she drag- abreast of the Khiva's bridge through the bridge point was not on that morning more than 650 ged the Camerta's head round from cast, or and forerigging of the Khiva coming from the feet wide, and as the Camerta is nearly 300 feet thereabouts, to about north, and when the Glen- Eastward about 600 or 700 yards off and about 5 in length it follows that if the collision took plished, they jumped in without any order fruit passed clear she was still moving through or 6 points on the Camerta's starboard bow, as the place anywhere South of mid channel the whatever, and it is quite a miracle no one was the water at a speed of about 3 knots an hour. Glenfruin could hardly then have been coming Khiva must have been placed in some jeopardy. drowned. The captain and officers remained by That the Camorta was hadly damaged by down the fairway straight from Jardine's upper especially if, as the officers of the Camorta assert, the collision, her hows being torn out of her. buoy. That it is extremely doubtful that the she was steaming full speed astern for a minute That the collision took place on the south side of engines of the Camorta could then have been after the collision and after all head way upon her gig, just a few moments before the steamer the fairway and about 300 feet east of the buoy reversed. That the collision did not take place was undoubtedly off; and if, as some of the witfoundered, and it taxed all their utmost efforts to which the Khiva was moored. The answer anywhere near the place described, but nesses for the Camerta assert there was room for board the Glenfruin, that she was on the wrong North and West; nor could it have been and the Khiva's buoy. A great many of the side of the channel, that she was travelling lat the angle mentioned in the answer, nor witnesses for the Camorta say that from their at too great a rate of speed, that her engines in the manner described. It would have been point of view the Khiva was in danger, but every

proximity to the place of collision; besides some men from the Glenfruin, the assistant manager life. There was considerable conflict of evidwho witnessed the collision from different points | and a draughteman from Hongkong and Wham- once as to whether or not the Comorta put her en-

Accretion Gow and Co. v. The "Camorta." the direction of the blow which the Glenfruin morta, Lloyd's Surveyor, and a civil engineer; as pencil marks upon it had manifestly been rub-\$1,005,000; THE NETHERLANDS INDIA recevied from the Camerta. I have gone careful- and there was also put in the de bene esse exami- bed out and the witnesses from the Camerta could STRAM NAVIGATION COMPANY v. THE ly through the evidence, which was very nation of the first officer and the chief engineer give no explanation as to who had rubbed out the port of Due with the Alexandrevsky settlement. A St. Potersburg paper, after stating that and Mr. Leach, instructed by Messra. Wotton were great assistance they have given me, and very great reliance on the evidence of the officers and Deacon, appeared for the owners of the Glentuin, who seemed to us to give which ought to have been made as compared the fruin; Mr. Francis and Mr. Baily, instructed by In the harbour referred to. Under the Rules their evidence in a frank and straightforward with the counter or the estimates of speed given the pench makes and straightforward with the counter or the catimates of speed given to the pench makes of the p they did, advantages to foreign shipping in Czar, to reward their diligence and energy, "has British port over those enjoyed by British graciously allowed them to name it the Tunnel owners of the Camorta.

The condense of the prevention of collisions at sea, if this manner, supported as they were by the inby the witnesses over stated courses. The conland been a case of collision at sea there can dependent testimony of the chief officers of the clusions come to by the Nantical Assessors upon of Emperor Alexander III." No doubt the His Lordship now delivered judgment in the be no doubt but that the Cameria must Khiva and of the Islani, in almost every parti- the whole of the evidence, in which I agree, are exiles-"some of whom are political criminals"- case, and a number of poole were present in have been held to blame; but these rules when a coular, who, from their position and the manner that they could therefore place no religious on it court to hear the decision, considerable interest | collision occurs in a harbour must, I take it, be | in which they gave their evidence, and from the | the more especially as it seems incredible that having been taken in the case, the hearing of modified to suit the circumstances of each partiplaces in which they stood on their respective the Camorta could have been going full speed

along the fairway the Camoria was seen coming Eastward or the Southern side of the fair. As a result the Nautical Assessors advise me

out from the west side of the Khiba, which was way in violation of the rule. It was contended that upon the evidence they have assumed that fruin saw the Cameria first as there can be no at the P. and O. buoy (also r. ad in the plan on the part of the Glenfruin that the Camorta | the Glenfruin was probably lying at her moor- doubt upon the evidence that the first and third the fairway ought not, after leaving the wherf, to have pro- ings with her head not more westerly than N. blasts of the whistle of the Glenfruin preceded with her head to about the That the coeded in the manner in which she alleged she by W. That she would probably have entered the blast of the whistle of the Camorta. That Camorta was then at a distance of about 1,100 did to get into the central fairway, but should the fairway in the course marked on the plan apout seeing the Camorta ported feet from and sheed of the Glenfrein and about have gone by a southern fairway which was and proceeded on a course N.W. by W. 4 W. her helm and stopped her engines, but did not 3 points on her port bow. That the Camorta proved to have been used sometimes by steamers That there is nothing in her log to discredit immediately go astern. That this occurred about was proceeding at a great speed, with her star- going from the P. & O. and Jardine's wharves, her statement that she was in the position 2 minutes before the collision. That if the board side open to the Glenfruin, and on a course but in the absence of any especial rule I do not marked by the Assessors on the plan when the Camorta had then gone full speed astern or heading about N.N.E., crossing the course of think that the Camorta was justified in the as- Camorta was first seen. That the Ingraban, even had she starboarded her helm and gone the Gle fruin. That the engines of the Gle sumption contended for I think the Cumrta was Iolani, and Amigo were lying on the North full speed shead there would have been no collifruin were immediately reversed, and the steam | bound to proceed by the southern channel, even | side of the fairway with their, head lying | sion, and I may here observe that had she starwhistle blown 3 short blasts, but the Camorta if it had been exclusively shown in evidence that to the N.E., N.E. by N., N.E. & E., and boarded the case of the Henry Morton shows (b.-)A Bill to regulate the printing of Newspapers came on at the same speed almost at right such a course was practicable on the morning according to the rough representation of that it would have been the duty of the Gienangles and, only slightly altering her course to in question. In the absence of any special rule, we | the vessels seen according to scale, the Ingraban | fruin to have stopped and reversed if necesstarboard, passed across the fairway and with can only consider the regulations which was 234 feet, the Iola ii 270 feet, and the Amigo sary in order to allow the Campria to proceed her stem struck the Givafruin on her port side would be observed by prudent men in a 240 feet in length. That the fairway was conseculong the fairway. That she did not begin to abreast of the bridge. That at the time she was harbour ofroumstanced such as this. The rule quently diminished very considerably as also go astern until at least her bridge had got struck the Glenfrum was almost at a stand still as to narrow channels would doubtless apply marked. That the Kniva was lying N.N.E. is abreast of the Khiva's bow and possibly heard the at the north of the fairway, a little eastward of to vessels coming from the eastward along E., instead of E.N.E. The chief officer gave her second 3 whistles. The master of the Glenfruin north of the bows of the Khiva and about 70 the whole length of the fairway or chan at direction of N. N. E. by a bearing on admits that he did not give the order full speed and other periodical payments.

(c.) A Bill to amend the Law relating to Larceny feet distant from and a little to the east of the que. But it cannot be made to apply to Stone Cutters' Island, but could not be certain astern at the same time as he gave the order stern of the Litari, which was lying anchored vessels turning into the fairway from the sides. to in point, and from Mr. Baily's point of ob. to port, and says that it was when he came

been got round in the required direction she that the Harefield, as in the case of launches course from that described by him, and that if he dismiss the Camoria's claim, the costs on both

His Excellency Sir George Bowen, Governor steamed slowly ahead for the passage leading in of vessels into the fairway, would have been never aswher portside she must have been at of Hongkong, arrived in Calcutta on the 3rd to the fairway, and was steered to as to pass along lound to take some special precaution. In this least in mid channel at the time and immediately the port side of the Khiva at a distance of about they could not see into the fairway, and they testimony of the chief officers of the Khiva and they could not see into the fairway, and they testimony of the chief officers of the Khiva and Camoria, with his first and second officers were at the might therefore reasonably suppose that vessels | Iolani, the officers of the Glenfruin and the time and during the whole of the subsequent coming down the fairway could not see them; officers of the Camoria, the chief engineer gives a events up to the time of collision on the bridge they admit that they hard a considerable position similar to that of the chief officer of the and two men were in the bows to look out. That amount of whistling on their starboard side, Iolani. The master of the Harter, who was a the whistle of the Camerta was blown several and one of the officers says that he was keeping witness in whom we place great confidence, altimes and that her speed never exceeded 21 knots a particular look-out on that side in consequence, though he could not pledge himself accurately su hour. That as the Comorta was passing the and yet no special procaution was taken, no one to distance, gave much the same position. The Khiva on the latter's port side, and when the bridge of the Camorta was just about level with the bridge of the Khiva, the Glenfruin was seen to be fairway was clear. Under these circumstances I consider that the Camorta ought place the Glenfruin distinctly on the north side through the space between the bridge and forc. not to have entered the fairway at all until it had of the channel as marked by the Assessors. rigging of the Khiva, coming from the eastward been ascertained in some way or other that the Of the witnesses called on the part of the Comorta. could not get them clear, and it was only after fruin was going at such a speed through the the Camerta's bridge was the Assessors have found that the fairway at that

Chinamen that they tried to jump over from were not reversed at all, that the collision was clared the Camerta to blame. The case of the aposition to judge whether there was any danger caused by some or all of these matters, or other—Glenfruin, on the contrary, was clearly supported—likely to happen to the Khiva as the chief officer wise by the default of the Glenfruin, or those—by her officers and the evidence of the witnesses—of the Khiva who was himself watching the veson board of her, and that no blame in respect | called on her behalf, but it becomes a question of | sels, and although he may possibly have overof December and lasted until the 28th. A very master, chief officer, chief steward, third officer, the stern of the Camoria had been so close to his large number of witnesses were examined, pilot, chief engineer, carpenter, second engineer, vessel as many of the witnesses for the Camerta including witnesses from the steamships Amigo. and fourth engineer of the Glenfruin were called seem to have thought, and as it appeared to them Iolani. Ingraban, Khira, Galveston, and on her behalf, as also the chief officer of the from their point of view, it is certain that it Harter, vessels that were all either anchored or Khivi, the master of the Hirter, the first officer would have made such an impression upon him at buoys, and more or less in immediate and chief engineer of the Island, three able sea- as he would not easily have for gotten during his

of view on shore. A plan of the harbour accord- pos Dock Co., and two inspectors of junks, gines full speed astern before the collision, and if ing to scale was agreed to by the parties, and On the part of the Camorta, the first, so when it was done. The officers of the Camorta rough representations cut in wood, according to second, third, and fourth engineers, the first assert that her engines were going full speed the scale on the plan, of the steamships Camorta, and second officers, and the master of the astern 31 minutes before the collision, and in Glenfruin, Amigo, Islani, Ingraban, Khiva, and Cameria were called, but not the look-out men; support of their statement produce their engine Galveston were also produced and used by the wit- the second officer, second engineer, steward, roomlog. This log, the chief engineer says, was nesses on both sides. Most of the principal nantical and carpenter of the Galveston; the second of made up from a pencil log which was copied by witnesses marked on different plans of the ficer of the Iolani, and an assistant of Messrs. the third engineer from a board upon which the harbour, all of which corresponded with the Blackhead and Co., shipchandlers, who was as- time taken from the clock in the engine-room plan agreed to, the different positions of the tern of the Fero at the time of the collision, was marked at which the various orders were given. CHIEF JUSTICE, AND COMMANDER DAVIS Vessels to which they deposed, and photographs, but did not see it, an assistant of Messrs. More If we could place confident reliance upon the log (H. M. Sloop Daring) AND LIEUT. Com- drawings, ships' logs, &c., were also put in and Seimund, shipchandlers, who happened to it would of course settle the question. The enevidence, besides a stringer plate from the Glen- be on board the Iolani; a boarding house keep- tries on the board, it was alleged, were no longer frais, which was produced on the part of the er, the wharfinger at the wharf the Camorta in existence, but the pencil log was produced. Glenfruin and relied on by both sides as showing left; Mr. Baily, the junior counsel for the Ca- The pencil log was on the face of it suspicious. voluminous, assisted by the Nautical Assessors, of the Ingraban, and the chief officer and carpenter the pencil marks or why it had been done. The

whole question was promptly made by the the Mercury in vesterday's issue, some correct The petition allogos that those on board the vessels navigating to enable him to turn by merely tions have been furnished to us by a correspon. Camorta neglected to keep a proper look out, wards sea shall keep to the south of mid-channel; placed in a North-casterly and the Harter in a stopping and putting his helm hard a port.

which was completed at the end of last month:— cular case. The Rules themselves provide that vessels, both before and after the time of celli-astern for 33 minutes before the cellision and This case is the result of a cellision between in narrow channels every steamship shall, when sion, were in my opinion the most capable of one minute after. That the officers of the barque Bonnie Lassis, Captain Chapman, from the steamship of the steamship part of Button Island, and has become a total steamers were originally arrested and cross- in them shall interfere with the operation of a I have decided, in concurrence with the Nautical wharfinger could have been correct. That as wreck. The crew is on the Island, and the cap actions entered, but it was subsequently arranged special rule duly made by local authority native | Assessors, that the Cameria was on her own according to their evidence they left the wharf tain has gone on to Batavia. She will probably that a petition should be filed on behalf of the to the navigation of any harbour, river or inland showing to blame, we arranged to go carefully eleven minutes before the collision and there owners of the Glenfruin and that an answer and navigation. There are no special rules for the through the evidence, and the Nantical Assesting no reason to doubt that the Glenfruin counter-claim should be put in on the part of the navigation of the harbour of Hongkong, and in sors proceeded to mark on a plan similar to left her moorings 14 minutes before the The B maie Lassie, a barque of \$51 tons, arrived | Camorta. On the part of the Glenfruin it. was the absence of any such Rule, the Rule as to nar- that agreed upon by the parties, the probable collision, the attention of the officers of the Caat Singapore from Hongkong on the 3rd No- alleged in the petition that she left her buoy, row channels was especially insisted on, on the courses of the Glenfruin and the Camoria from morta enght to have been attracted while at the The Contents of the Appendix are too many authority;" but that "German ships arriving vember, consigned to Messrs. Cameron, Dunlop which is marked as Jardine's buoy on the plan of part of the Cameron, Dunlop which is marked as Jardine's buoy on the plan of part of the Cameron, Dunlop which is marked as Jardine's buoy on the plan of part of the Cameron, Dunlop which is marked as Jardine's buoy on the plan of part of the Cameron, Dunlop which is marked as Jardine's buoy on the plan of part of the Cameron, Dunlop which is marked as Jardine's buoy on the plan of part of the Cameron, Dunlop which is marked as Jardine's buoy on the plan of part of the Cameron, Dunlop which is marked as Jardine's buoy on the plan of part of the Cameron, Dunlop which is marked as Jardine's buoy on the plan of part of the Cameron, Dunlop which is marked as Jardine's buoy on the plan of part of the Cameron, Dunlop which is marked as Jardine's buoy on the plan of part of the Cameron, Dunlop which is marked as Jardine's buoy on the plan of part of the Cameron, Dunlop which is marked as Jardine's buoy on the plan of part of the Cameron, Dunlop which is marked as Jardine's buoy on the plan of part of the Cameron, Dunlop which is marked as Jardine's buoy on the plan of part of the Cameron, Dunlop which is marked as Jardine's buoy on the plan of part of the Cameron, Dunlop which is marked as Jardine's buoy on the plan of part of the Cameron, Dunlop which is marked as Jardine's buoy on the plan of part of the Cameron, Dunlop which is marked as Jardine's buoy on the plan of part of the Cameron, Dunlop which is marked as Jardine's buoy on the plan of part of the Cameron, Dunlop which is marked as Jardine's buoy on the plan of part of the Cameron, Dunlop which is marked as Jardine's buoy on the part of the Cameron and the Camer & Co., and cleared on the 12th December for the the harbour, about 7.45 a.m. and proceeded under those on board the Camoria being able to see consideration the logs and drawings and plans that they ought to have seen her leaving her steam down the fairway of the harbour, keeping that no vessel was coming up from the westward, and photographs which were given in evidence buoy and shaping her course down the fairway. to that side of the fairway on her starboard side, was justified an entering the fairway although, and in so doing all doubtful points were given. That it is doubtful owing to the way in which steering about W.N.W., and proceeding at the they were unable to see any vessel coming against the Glenfruin and they also marked so the junks usually lay and the fact of her havrate of about 3 knots per hour, a good look-out from the Westward, as they were entitled far as they could understand them the different lag uselessly set her jib whether she made so being kept. That as the Glenfruin passed to assume that no vessels would come from the bearings given by the witnesses on both sides. straight a course as she alleges from the wharf up to the edge of the fairway; that the Glen-(d.)—A Bill to amend the Law relating to the Cus. on the north side of the fairway, a little eastward. The bye-laws for the regulation of the river servation she was also lying in a North North. free of the bows of the Khiva that he saw of north of the Khiva. That the Glenfruin Tyne, which it seems to me are such as would, easterly direction, and they have put her head there was danger of collision, and this would was so much damaged that she had to be beached with some slight modifications, commend them ing as far East as they could do upon the seem to make it probable that he thought to save her from immediately sinking, and selves to prudent men as applicable to the cir- whole of the evidence in the case. The there would have been sufficient space between In referring to the statement reproduced from nearly all her cargo was destroyed or lost cumstances of this harbour, are as follow:—"All position of the other vessels was not so im- him and the Camorla on the course sho dent. The guaboat referred to bears the name that the Camorta did not duly observe and com- and when coming from seaward shall keep to the North-westerly direction; and the Camorta when That it is probable that she did not get a Secretary of State for the Colonies. Lord of Tshung Tsong and not Chin. Chin, the latter ply with the provisions of Article 16 of the port her bridge was abreast of the Khin's bridge is fall pressure of steam when going astern owing SALISBUEY'S Government has not been slow name being only a nickname employed by some Regulations for preventing collisions at sea, that helm-may always be applied to clear vessels pro- placed with her head N.E. The Nautical As- to the fear of priming. That she did not go engineers in Shanghai. No one has ever as the Camoria was not kept to that side of the coeding in the opposite direction. All vesse's sessors advise me that having carefully measured off to the Eastward anywhere nearly as much certained that the Tohung Tseng was torpedoed; fairway which lay on her starboard side, con- when under weigh requiring to pass over a the stringer plate they have placed the angle as she alleges. That both vessels must have passengers to Singapore, of whatever on the contrary, every one knows pretty well trary to Article 21 of the said Regulations, part of the channel which is not within that of collision as shown by that plate at & had some way on at the time of collision. That nationality the ships may be, will now be, such as that on the unfortunate morning of the 15th of that she was being navigated at too great a balf reserved for their navigation, for the purded and the consideration of t attacking hunch past the Tshung Tseng. But on board the Camorta improperly neglected to to the passing traffic; and any vessels on the position put upon the having got her stern fasteneds to the side of the captain of the Tshung Tseng, losing his head, take in due time proper measures for avoiding a its mavigation after reaching, chart and allowing everything doubtful against the Glenfruin was pulled round by the Glenfruin slipped the cables, ran his vessel into shallow was collision with the Gleufruin, and that the col- mooring, or other place must again proceed to the Glenfruin it will appear from the plan that even at the slow rate she was going, a considerter, and sunk her there, which took about three lision and the damages and losses consequent the side of the river specified as the proper side the point of collision was still considerably over able distance, and that after the collision the hours. The frigate Yu Yuen was torpedood and thereon were occasioned by the improper and for its navigation as soon as practicable, and the middle of the channel, and considerably West. Cameria's head would seem to have come round sank in four and a half hours, the crew turning negligent navigation of the Camorta, and by a take upon itself the responsibility of doing so of the position given in the case set up on the part to North as she appears to have been able to mutinous and abandoning the ship. It would neglect on the part of those navigating the in safety, with respect to the passing traffic, of the Camorta. I think there can be no doubt steam off to the Northward between the Ioland have been impossible to ruise 25 guns from the Camoria of the special precautions incumbent Vessels crossing the river, and vessels turning aponthe evidence of all the independent witnesses and the Fere without further manon vering. The Tulung Theng, this corvette-built gunboat only upon a vessel coming out from Jardine's wharf must take upon themselves the responsibility of that the collision did take place upon the bows Nautical Assessors further adviseme and I agree armament of the Yu Yuen, as will be remember act put in on the part of the Clenfruin it appears traffic." In this harbour there is no continuous the position given by the officers of the Cameria; the case into consideration that the collision al ed, consisted of 2 15-centimetre bow-chasers and that the time of the collision was about 7.59 chain of vessels going up or coming down with The positions marked on the chart in black I though it might not have occurred so near to the

15 centimetre sternchaser on deck, and those a m., that there was a moderate easterly wind, the tide as in the case of many narrow channels, and red ink are the points of collision mentioned. Interior as the officers of the Clenfruit, the chief guns most likely have been raised already. The that the weather was fine and that it was slack and having regard to the numerous boats, steam by some of the principal witnesses. In black ink officer of the Khiva, and the chief officer and battery contained 6 15-centimetre, 12 12 con- water, and that the bearing of the Camerta launches, and other vessels crossing the fairway, by the witnesses from the Glenfruin-1, the chief engineer of the Islani put it, yet that it cotimetre, and 2 8-continuetre breechloading Kropp when first seen was about N. by S. 4 S. In I should be disposed to think that the most master of the Glenfruin; 2, the chief efficer curred in that direction—certainly nothing to the guns, to bring which in position the deck had to the answer put in on the part of the Camorta prudent course to be adopted would be to keep of the Khiva; 3, the master of the Grandin; Southward and Eastward but quite possibly to be broken open. So that if the vessel is to be it is alleged that at about 7.15 a.m. the as near the centre of the fairway as possible 4, the chief officer of the Iolani; 5, the chief the N. and W. of the position they mark on the raised at all the guns must be lifted first and the Cameria was lying at Jardine's wharf with if the fairway were clear of vessels coming in engineer of the Islani. In red ink, the wifnesses plan and was probably considerably to the North deck broken, which will render the task of rais. her head to the eastward, and was about to leave the opposite direction. However this may be in for the Cameria-1, the 2nd officer of the and somewhat to the west of the position in the ing her one of great difficulty. Shortly before that wharf for Quarry Bay. That at about 7.29 the case of the Henry Morton, 312 T. N. S. 850, Galveston; 2, the steward of the Galveston; 3, plan. They also advise me and I concur with joining the Nan-yang squadron the Yu Yuen had on the same day, the weather being fine and clear which was a case of collision in the Tyne, and in the wharfinger at Jardine's wharf; 4, the Civil them that the Gleafrain was not proceeding at left the dock at Shrighai, where she under with a moderate breeze blowing from the E.N.E. which the bye-laws referred to were considered, Engineer; 5, the chief officer of the Ingraban; an unreasonable rate of speed that merning. went repairs at a cost of 250,000 dollars. All the and the tide being slack, the Camerta left the the Henry Morton was held to blame because 6, the chief engineer of Ingraban; 7, the 2nd That at the time she reversed her engines she ships of the Nan-yang squadron had been armed wharf and proceeded into the fairway. That the appears to have assumed that the Harefield officer of the Camoria; 8, the chief officer of the could not have been going more than 5 knots at with Hotelikiss and Nordenfeldt guns, but a few the southern edge of the fairway and channel would have obeyed the rules in coming into Cameria; and 9, the master of the Cameria. It the most. That she had a proper lookout under days after the catastrophe at Sheipec Roads was distant at its nearest point about 600 yards the river and gone to the southern side of the will be observed that of these the only witness the circumstances. That she was to be excused native divers brought up from the Yu Yuen some from the wharf. That there was an outer river instead of coming to the North, on which | who puts the Camerta on the plan as far East for not seeing the Camerta until she did. That cases containing those gans, just in the state the passage from the wharf into this fairway about side the Henry Morton improperly was, and the and South as the officers of the Comorta is the even if she could have seen the Camorta earlier Arsend Authorities had sent them on board. These 2 to 3 points on the Camoria's port bow as she Harefeld was also held to blame for crossing the chief officer of the Ingraban, but the position she would not have been required to do anything torpede guns were later on used to arm some lay. That the whole of the south of the fair- river without observing carefully what passing marked by him does not agree with the descrip- but continue her course until there was risk of unks, which defended the Yung river entrance, way to the eastward of the Camorta was other- traffic was likely to come in her way. In that | tion given by him in his evidence. He states | collision. That there was no risk of collision It might be interesting to know that neither wise crowded with junks, and there were no case both vessels saw each other of that he first saw the Glenfruin over the stern until the Cameria improperly sutered the fair

was recalled and Admiral Wu then had his own passage in question was on the port side of the see vessels coming out of dook, I have said am advised that he has placed the Glon- blame, and direct the usual references to the way, and the Sheipoo Ecads disaster was the Kaiva. That the head of the Camorta having no doubt that it would have been ruled fruin in a different position and on a different Registrer and Merchants on the Petition and

Mr. Francis asked whether high ordship would They took delivery of no portion of that sugar, make an order that the Compete should be and it was sold by anction. Before the sale by sugar was stored are at Quarry Bay. the limit of liability, in accordance with the pro- dated 30th May: -"Wobeg to inform you the 'P' respondence.

ward because he could not find that a question of which they were taken, so that I cannot say by Messra. Butterfield & Swire, and in May last person. of that kind had ever been decided in this if the sugar was equal to the original sample, but he wrote some letters to a Chinese firm called Court before, and he had some doubt as to the liftit was not it was due to climate and the delay Li Ching & Co. There was one of the 12th May. his brother. jurisdiction of the Vice-Admiralty Court in the in taking delivery. We had given them notice

IN ORIGINAL JURISDICTION. Before the Hon. Sir George Phillippo CRIEF JUSTICE, AND A SPECIAL JURY.

THE TAIKOO SUGAR REPINING COMPANY LIMITED, v. GIBB, LIVINGSTON, AND COMPANY, \$2,853.36. Mr. Francis, instructed by Messes. Wotton

and Deacon, appeared for the plaintiff, and the Attorney General (Hon. E. L. O'Melley), instructed by Messrs. Sharp, Johnson, and Stokes. | matter on the 28th May. (Letter put in.) . On counts he could not ask him for them.

Lembke, W. H. Ray, J. R. Anton, T. I. Rase, to Li Ching & Co. G. A. Wieler, and H. R. H. Martin. by Messrs. Gibb. Livingston & Co. to Mossrs. the sugar had not been taken delivery of was firm was also called the King Pai, the two Butterfield and Swire as the general agents that it was not according to sample, and that Li names representing divisions of the same on up to April, but about the 27th of that month before that date of any such contract as was go and look at the sugar. packing were given, and the sugar was packed twelve bags remaining could be had on part therity to treat with regard to the sugar at the previous half-year, but were somewhat diminished ment; and that sample bags would be in works, but that all inquiries would have to be during the month of December by opposition, which the property of Li Ching & Co. The price of the day of the sple and sold then made at the office. the property of Li Ching & Co. The price of the office on the day of the sale and would then made at the office. The learned counsel then read the correspond- this might be done, as it would be too late at the back "no." ence that passed between the parties, and in suction on Saturday. The witness stated that | Mr. James Waddell said he was a clerk at propose to pass \$50,000 of the amount carried forward one of the letters, the plaintiffs reminded he gave an order to enable the two Europeans the Taikoo Sugar Refinery, Quarry Bay. He to the credit of this fund.

by Li Ching & Co. to examine the bulk of the delivery of 1,031 bags which came up sufficiently consisting of 460 bags, and lot 297, of 621 bags. Value of iron-lighter Sun Lee sugar, and some irregular communication was to the standard of the sample to satisfy the con- The Chinaman asked him to send this message; Value of coal and stores..................... made just before the sale that they were will- ditions of the contract; they were still willing he did not offer to pay for the sugar. He received Value of machinery and moorings ing to take delivery of a portion of the sugar, to take and pay for that quintity, but must de- a reply from Mr. Hunt that he was to accept no Value of shares in public companies but that was never made to the general agents cline the remainder as not being of sufficient instructions from them. and there was no offer to pay for that portion quality. To this Messrs. Butterfield and Swire | Cross-examined by the Attorney-General- | Unexpired insurance, 31st December. they were willing to accept. The sale proceed- replied that the letter was not received until Witness was not prepared for the gentlemen comed and the sugar was disposed of at considerable 3.10; p.m. and Messrs. Sharp, Johnson, and ing down to the works. He received no other comloss. For that loss the plaintiffs were now Stokes were aware the sale was to take place at munication from Mr. Hunt than he had stated. suing. No question was raised as to the quality twelve; that the surar had been sold, but that Mr. Hunt never asked him whether any payment Cash on current account with the Hongof the sugar until the 2nd June, when the general perhaps Messrs. Li Ching & Co. might be able had been tendered, nor did he reply that there kong and Shanghai Banking Corporation 64,162.01 agents received a letter from Mesert. Sharp, to re-purchase it; that the permission to in- had not. He was quite sure about that. Johnson, & Stokes, arting on behalf of Li Ching spect the sugar had been sent before noon the Niel McDonald said he was foreman packer at & Co., in which they took this objection and do- previous day, and the inspection might have the Taikee Sugar Works. It was his duty to clined formally to accept the sugar on the taken place the same day; and denying that take out musters of all the sugar turned out and ground that it was inferior to sample. The Massrs. Li Ching & Co. had offered to take forward it to the office. He remembered that in fourned counsel then read the pleadings, and said 1,031 bags as alleged. On the 10th Jane Messrs. April and March last there were some lots of P the issues of fact the jury had to try had been Butterfield and Swire addressed Mesers. Gibb. quality sugar turned out. There were no differ. Amount at credit of depreciation and insettled in Chambers as follows:-(1). Did the Livingston and Co., informing them that ent grades of it, it was all-alike. He sent up two plaintiffs and Li Ching & Co. enter into the Messrs. Li Ching & Co., having failed to sample hags every week, each sample being about contract dated the 20th December, 4884 P (2) take delivery they had been compelled to two pounds. The samples were taken from the Sundry creditors Did the defendants enter into the guarantee of re-sell 3,777 bags by public auction the bulk before it was packed, and they were quite Amount at credit of profit and less account 124,273.05 the 19th December? (3) Was there considera- difference between the contract price and the fair samples of the bulk. There-were two tion for the contract? (4) Did the Taikoo amount realised being \$2,853.36, for which different kinds of sugar, both of P quality. Sugar Refinery turn out the several parcels of amount they had to request Messrs. Gibb, Li- From December to May there was no difference sugar mentioned not inferior to muster, and if vingston & Co. to reimburse them under the in the quality of the P sugar turned out at the so did Li Ching & Co. neglect or refuse to take letter of guarantee; also enclosing copy of the works, and during April and May it was just delivery of any portion of such sugar? (5) accounts. On the same day Messrs, Gibb, Li- as good as it was for the rest of the year. About To amount paid for extraordinary repairs Were they prevented taking delivery of any vingston & Co. replied that Messrs. Li Ching 600 or 700 piculs were turned out each week of of the parcels of such sugar by the default of & Co. informed them that they had not failed in protty equal quantities of the two qualities. the plaintiffs? (6) Have the plaintiffs suffered the performance of their contract and requested Witness had been 24 years in refineries in Scotany and if so what loss in consequence of the them not to reimburse Messrs. Butterfield and land before coming to these works. The sugar failure of Li Ching and Co. to take delivery? Swire for the loss sustained. To this Messrs. turned out during the mouths named might be The learned counsel said the plaintiffs might be Butterfield and Swire replied, giving Messrs. a shade worse than that which was in the bottle put to formal proof of the first and second issues, Gibb. Livingston & Co. notice that they produced, which was also P. quality sugar. but they were not really disputed. The fourth would claim interest in the amount and Cross-examined by the Attorney-General. issue was the serious one in dispute, and that was all other losses, such as legal expenses not. The two kinds of P sugar manufactured were as to the quality of the sugar. The plaintiffs allowed on taxation. The witness stated that the result of different boilings, and there was muster, but week by week samples were seen realised by the sale was a true and corret one. consequently in quality. and approved by Li Ching and Co., and in The loss as compared with the contract-price accordance with their orders the sugar was set was \$2,940.14. The difference between \$2,940.14 until to-morrow (Thursday) morning, at 10.30 aside for them and became their property. As and \$2,853.36 was the brokerage, to which Messrs. to the fifth issue, whether Li Ching and Co. Li Ching and Co. were entitled. The latter Were prevented taking delivery of any portion was the amount actually due. of the sugar by the default of the plaintiffs. Mr. Francis asked to have the plaintiff's state-

persons that it was no offer at all. The following evidence was then called:— sugar is stored in the godowns, which are Mr. E. Mackintosh said-I am a partner in suitable for the purpose, for which they were the firm of Butterfield and Swire, Hongkong, constructed. I was present in the office when Our firm are the general agents of the Taikoo Lee On Po came to see the sugar. He Sugar Refining Co., Limited. I know a Chinese never made any complaint with reference to firm of the name of Li Ching and Co. I have any of these parcels. He approved of the samhad dealings with Lee On Po on behalf of that ples without using the bottle. The sugar is not firm. We entered into a contract with them on slways of the same quality, it varies according the 20th December last., (Contract produced), to the material and the weather, so that with the bottle of samshu outside the door of a hawker Lee On Po signed it in my presence. Before same process throughout there would be a slight named Sau U, in Hollywood-road, on Saturday, entering in that contract I obtained a guarantee variety from week to week. It was reported to and made such a noise that the Chinaman called from Messrs. Gibb. Livingston & Co. that the me by my own people that Lee On Po was not in P. C. Gidley to clear them out. contract would be carried out. (Letter of gua- taking delivery of the sugar according to conrantee put in.) A muster was submitted to and tract, and I had a verbal communication with him was sentenced to three months' hard labour as a approved by Li Ching and Co. before the con- about it on the 12th May. There is some rogue and vagabond, the second and third went that the linds of the linds and this muster was scaled, times some delay in the taking delivery of to gaol for a week of the linds and third went in the linds and third went in the linds arrived here yesterday. The news I have not that sealed muster with me. It has sugar by purchasers, but if the demand is \$1 fine, and the fourth defendant, another well been mislaid. A muster was delivered to Li brisk they do not let it remain. After the sam-Ching & Co. at the same time. The muster was ple had been accepted I consider the sugar was made up from sugar then in the refinery.

duce their sample, which was done. outsteadily week by week quantities of that sugar. poetive of any variations of quality there might be.

Weekly samples were taken from the bulk by Mr. The Attornoy-General—So the position you McDonald, of the refinery, and sent to the office. take amounts to this that you say to the buyer : They were pound samples packed in a bag. Word "You have been taking this sugar, week after was sent to Li Ching and Co. when the samples were week as it was turned out, and you cannot now ready and they came and inspected them. Up to refuse to take it." April the engar was regularly taken delivery of Witness-That has a good deal to do with it. There was no change in the manufacture or quality of the sugar. The first hitch in the contract was sold?—I believe it went to Bombay. about April. During April and May we contimued turning out sugar, and the samples were sugar at that time?—I believe there was a stealing \$140, the property of the head lightseen by Li Ching & Co. It was invariably Lee slackness in the markets he was selling in. This keeper, Mr. A. Baird, on the 14th inst. On Po who came to inspect them. There was sugar was marked P. quality, which is a mixture, no complaint made as to the quality of the sugar, of which there are two grades. The quality of They failed to take delivery of seven weeks' out. the sngar is only shown by the grain and colour. tum. The account produced is a correct account The reason we required a guarantee for Li of the amounts of sugar turned out. I myself Ching was that we always require cash before charged by P.S. Jones with landing cattle at saw the sugar turned out at the refinery. I delivery from purchasers. The sugar remained in places not appointed by the Government at Aberdid not test them, but I believe they were godown until the date of the sale. We did not deen on the 25th inst. the same as the samples. We wrote to communicate with Messre. Gibb. Livingston & Li Ching & Co. to take delivery. Before writ. Co. until the 28th May. We did not communicate | default of paying times of \$10 each they were ing I had several times spoken to Lee On Po with them before because we were hoping all committed to prison for three weeks. about taking delivery, and he said they had not along that Li Ching would take delivery. sold the sugar and begged for further time be. Why did you not let Messrs. Cibb, Livingfore taking delivery. Up to the actual date of ston's Co. know that you were giving him time? the sale by anotion I never had any other reason -It was not an unreasonable time to wait. assigned to me verbally for not taking delivery. I Up to that time I received no complaint verbally made, delivery obtained, and all business was

etition and Cameria's claim to be paid by the was written on the 12th May by Mr. Hunt by the godown. The two samples of sugar were one ran off with it. He was chased, and a constable in Syria as well as the departure of the first my directions. Mr. Hunt is employed by Messre. superior to that in the bottle, and one inferior; stopped him with the notes still in his hand. from them referring us to their solicitors. kind asked for

asked to take samples. I did not see those sam- called for of the 12th and 22nd May. the sugar was deteriorating. After getting these samples on the 30th May they did not offer I read. in the colony, and also in the Chinese papers, from had not proved it.

of the surgar about ten minutes before the sale. | tice to the other side to produce, and it would be Cantain F. E. Blanchard, on the 21st inst. I heard of it from the refinery through the la waste of time to call all the partners.

the Taikoo Sugar Rafining Co., by which Ching and Co. were quits willing to fulfil their | business for different purposes. Messrs. Gibb, Livingston & Co. guarantood a part of the contract and accept delivery of sugar | Mr. Hunt was re-called to produce press copies and caught by a har boy named Mak Hi, and Ow Paris. certain Chinese firm, Li Ching & Co., would which was up to sample. To this letter Messrs. of the letters these witnesses failed to produce. The P. C. 303. duly carry into effect an agreement to purchase | Butterfield and Swire replied on the same day | letters were urging the Li Ching firm to take decertain sugar. The agreement was dated the stating that the sugar had been packed for liveryof the sugar, warning them they could allow 2)th December, 1884, and by it Li Ching & Co. Li Ching & Co. only after they (Li Ching & no further delay in delivering it, and also that it hard labour. agreed to purchase all the sugar of "P" quali- Co.) had inspected and approved of the samples was deteriorating in quality standing as it was. ty turned out by the refinery for six months, at in precisely the same way as the business had | Cross-examined by the Attorney-Generalthe price of 34.60 per picul, the purchasers being been conducted up to that time; that they had Witness had bought sugar of the plaintiffs be- THE HONGKONG. CANTON, AND allowed brokerage at the rate of 1 per cent. raised no question of inferiority until within the | tween Dec. 20th and May 12th, and he had sold Samples of the sugar were submitted to Li Ching last few days when they had been pressed to take a great quantity to third parties. At first he & Co, and approved of by them, and they took delivery; and that their statement that the sugar received no complaints about the sugar, but ewey a sample. Mesers Butterfield and Swire re- was not up to sample was a mere subterfuge. afterwards his customers began to complain that quired some generity that the contract would be car. On the following day Messrs. Sharp. Johnson, it was inferior in colour, and was damp. It was Directors to the ordinary half-yearly meeting of ried out, and that security was given by Messrs. and Stokes again wrote stating that their clients all right for four months, and at the end of April Gibb, Livingston & Co., in a letter dated the 19th still adhered to the position taken up descending the complainants began to come in from the cus-December, in which they undertook to indemnify | tained that Messrs. Butterfield and Swire were | tomers. When he went down to Messrs. Butter. | pany, on Saturday next, at 3 p.m.:— Messrs. Butterfield and Swire against all loss by mistaken in their statements; that if it was still field & Swire's office he was shown samples of reason of Li Ching & Co.'s failure to take delivery Messrs. Butterfield & Swire's intention to sell the sugar, and thinking it was somewhat like his of the sugar or pay for it to the extent of \$5,000 | sugar on the following Saturday Li Ching and sample in the bottle he approved it, but he had Li Ching & Co.'s people came and inspected these look to Messra. Butterfield and Swire to make gave him red sugar.

the learned counsel went on to say, to take do he received a letter from Messes. Sharp, John- June. They took a sample from each lot and livery of the sugar, and it was finally put up to son, and Stokes, stating that Messes. Li-Ching examined it. After that examination he telepublic auction and sold. At the very last mo- and Co, had been to the godown that morning phoned to Messrs. Butterfield & Swire stating Value of whereas ment two Europeans were sent to the refinery to inspect the sugar, and had offered to accept that the gentlemen had accepted two lots-268 Value of cargo boats......

it was said: har offered a short time before ment of claim amended by the substitution of the suction to take delivery of a portion of the the smaller for the larger amount.

Bugar which her seemed to have then accepted This was done. or discovered a ha up to sample, and that in | Cross-examined by the Attorney-General spite of that the plaintiffs went on with the sale. -The usual course in such a transaction would In answer to that the plaintiffs said Li Ching be for a sample of the sugar to be kept. There were bound to take the money when they made say whon my muster disappeared. The sugar means of subsistence on the 24th inst. the offer, and that the offer was made to such in question is suitable for exportation, but is not specially manufactured for that purpose. The

at the buyer's risk, but the final delivery was not Mr. Francis called on the other side to pro- complete. Some portion of this sugar had been familiar to the court, was also sentenced to three in our own godown from the 20th April. They Evidence continued -The refinery was turning took the sugar of us as it was turned out irres-

> Did you trate any of the sugar that was Wasthere not a heavy fall in the price of

Re-examined by Mr. Francis-Payment was

His Lordship intimated that the plan upon Butterfield and Swire. As a matter of fact we I think there was no material deterioration in high the Nautical Assessors and worked their wrote several letters to them during the quality which would have justified a diminution onclusions would be open to the inspiction of month of May. I think we got one letter in price, and there was never anything of the By his Lordship-The godowns where the

officially measured so as to abtile the question of auction we received from them the letter produced; . Lee On Pe was called to produce certain cor-His Louiship said the application was one of the same as our contracted sample." That samwhich notice should be given, and he thought it ple consisted of two bigs of one plent each out of documents, and that a person so called could not gle after this and the defendant put his hand be. Inforce the garrison there as trouble was said to ple consisted of two bigs of one plent each out of documents, and that a person so called could not gle after this and the defendant put his hand be. Inforce the garrison there as trouble was said to ple consisted of two bigs of one plent each out of documents, and that a person so called could not gle after this and the defendant put his hand be. sugar sample delivered yesterday evening is not Mr. Francis did not swear him, contending it should stand over until notice had been given the leach weekly parcel—14 bags in all. They had be cross examined. He did not produce letters hind him to draw a knife he had, but Had—be browing in the Shan States. A friendly of the standard over until notice had been given the leach weekly parcel—14 bags in all. They had be cross examined. He did not produce letters hind him to draw a knife he had, but Had—be browing in the Shan States. A friendly at the leach weekly parcel—14 bags in all. They had been given the leach weekly parcel—14 bags in all.

Mr. Francis said he brought the matter for plos before they were delivered, or the bulk out Mr. John Hunt deposed that he was employed The man had some powder and bullets on his lities that Myanngwe Tsawbwa is endeavouring Mr. Francis-Will you read it. The Attorney General objected to its being regue and vagabond.

to take delivery of any of the sugar. We ad- | His Lordship held that there had been no evivertised the sale in all the English newspapers | dence of the loss of the original. Lee On Po the 1st to 6th June. I first heard of any pro- Mr. Francis said he should then have to call posal by Li Ching & Co. to take any portion all the partners in the firm. He had given no- watch and chain, value \$150, from the person of

telephone. After the sale we received a letter | Chan Wai Hing said he was a partner of Li from Messrs. Sharp, Johnson, and Stokes offer Ching & Co. He could not produce the letters and was chased by Mr. Swales, assistant to ing to take certain parcels. We communicated called for as they were in the custody of Lee On Messrs. Lane, Crawford & Co. with Messrs. Gibb, Livingston & Co. about the Po, and having had a dispute with him on acthe 2nd June we received a letter from Messrs. The On Po, re-called, said he had received a The jurgra were Massra. H. Stoltericht, J. P. Sharp, Johnson, and Stokes in raply to our letters subports to attend here and produce cartain Hetters, but he was unable to produce them. This letter and the subsequent correspondence He had looked for them but could not find

Mr. Francis, in opening the case, said the ac- were then put in. Messes, Sharp, Johnson, and them. He had received a document similar to 25th inst. tion was brought on a letter of guarantee given Stokes's letter was to the offect that the reason one of the letters produced. The Li Ching

took delivery of it and paid for it. This went amined on this letter, said he had never heard the Hongkong Dispensary and Mr. Lammert to ditors fees, leaving a balance of \$34,522:05 to be car-

the default took place in respect of which Mesars. there mentioned nor had Li Ching and Co. been Mr. Hunt, re-called, said he remembered a tele- mended above, the depreciation and insurance fund Gibb, Livingston & Co. were now being sued. The prossing for delivery. Messrs. Butterfield and phone message coming from Quarry Bay to the will stand at \$300,000. lots turned out on the 20th and 27th April and Swire replied to that letter on the same day to office to the effect that someone from the Li During the past half-year the steamers Powan, the 4th, 11th, 18th, 25th, and 30th May were the effect that they were in no way mistaken in | Ching was at the works inspecting the sugar, | Rinking, and White Cloud have undergone the usual not taken delivery of. During these successive regard to their previous statements; that by who was willing to two or three lots of the here and at Canton have been placed in a thorough Hongkong Fire Insurance Company's Shares wooks samples of the augur were taken as soon order of Li Ching and Co. fourteen bags of the sugar packed as be to sample. This was state of repair. All the company's steamers are now as ready, and were seen and approved by Li sugar had been brought to the office, of which | within a few minutes color and in first rate condition, and no heavy repairs in the Ching & Co., the customary instructions as to they had only taken away two, and the witness gave word back that no one had any an near future are anticipated.

sugar was falling at the time, and presumably be open to inspection. On the 4th June Messrs. | Cross-examined by the Attorney-General | Steps have however, been taken to protect the oc.m. on that account, although they were re- Sharp. Johnson, and Stokes again wrote stating The whole thing was entirely casual; there was pany sinterests. pastedly applied to to take away and pay for that their clients wished to have the sugar in no one at the works to receive an offer of that The direct as a contemplation an alteration the sugar. Messrs. Li Ching & Co. refused to do the godowns inspected by two Europeans con- kind." Witness asked also by telephone if payno. Notice was then given to the defendants, nected with the sugar trade and asking that ment had been tendered, and the reply came forming a fundious time constitution of dividends and

Messre. Li Ching and Company that they (Li mentioned in the letter to inspect the sugar, remembered two Europeans and a Chinaman O'D. Courdin, offer themselves for re-election. Ching and Co.) were well aware sugar of this and be believed it was inspected by two Euro. coming down to the Quarry Bay and inspecting clars would not keep in condition during the warm peans. The auction took place on the 6th June, leagur of P quality which lay in the godown, weather. No attempt was made by Li Ching & Co., at noon, At ten minutes past three on that day and which dated in manufacture from March to

At this stage the hearing was adjourned

POLICE COURT. 26th January. BEFORE MR. A. G. WISE.

OUR MERCANTILE MARINERS. Richard Williams, seaman, was charged with and Co. were bound to take all or none, that they should have been one kept, and I am anable to being a rogue and vagabond with no visible P. S. Kemp picked him up in the street in destitute state, with no place to live in. He has been loafing about the colony a considerable time, and has been often before the court.

Sentenced to seven days' hard labour. Michael Cookley, John Swiray, Joseph Moran and Frederick-Clark, unemployed scamen, were charged with drunkenness and with being rounds and varabonds.

The defendants were having a curouse with a The first defendant was an old offender, and he seasoned loafer, was sent to good for two months'

bard labour. John Driscoll, another unemployed seaman months' hard labour as a rogue and vagabond. Thomas Burns, whose occupation is also that mon required by the Government sailed yesterof a beachcomber, was also sent to gaol for a day for Bombay in the hired transport Hankow. month on a similar charge, having also been picked up in the street helplessly drank. Henry Ellice, another unemployed seaman, was fined \$1 for drunkenness and creating a dis-

- THE LARCKNY AT CAPE D'AGUILAR. The two servants and two lightkeepers lately Churchill has largely contributed to the change employed at Cape D'Aguilar lighthouse, were of attitude on the part of the Government. before the court, on remand, on the charge of There was no further evidence forthcoming against them, and the case was dismissed.

UNLAWFULLY LANDING CATTLE. Chan Awai and Chan Aip, cattle dealers, were Indis. charged by P.S. Jones with landing cattle at The defendants admitted the offence, and in

LARCENY FROM THE PERSON. stealing \$5 from the person of a boatbuilder order had been issued by Savas Pashs, has been named Tang Assu on the 25th inst. The complainant, who lives at Mong. Kok. was walking in the street with the money in

Sentenced to six months' hard labour. DANGEROUSLY ARMED.

Cheang A Sz. coolie, was charged with being a rogue and vagabond on the 25th inst. P. C. Hadden was in search of the perpetrator | now blocked by insurgents. of a robbery at Mong Kok Tsui, and he came zoross the defendant, who struck him as having an abnormally bulky appearance. He stopped don got that from him also and arrested him.

The defendant said he got the arms to protect | 26th Madras, left for Shwaygheen to relieve the Sentenced to three months' hard labour as a

BEFORE BOTH MAGISTRATES.

THE CASE OF SNATCHING A WATCH. Ho Achu coolie, was brought before the court, on remand, on the charge of stealing a gold watch and chain in Queen's-road on Tuesday,

two years' hard labour... EARRING SNATCHING. Loung tung, hawker, was charged with ON LONDON. stealing a pair of earrings, value \$21, from the person of a woman named Su Kam Tsai, on the The complainant, who is a prostitute, was

He admitted the charge and was sentenced

waiking in Queen's-road Central, near the foot of Ladder-street, when the prisoner came behind her and snatched her earrings. He was chased The prisoner denied the offence, but he was convicted and sentenced to eighteen months' ON NEW YORK .-

MACAU STEAMBOAT COMPANY, LIMITED.

The following is the report of the Board of shareholders, to be held at the office of the com-The directors beg to submit to the shareholders the

usual statement of accounts for the half-year ending Sist December last. After paying running expenses, salaries, premia of only. During the subsequent months large Co. would be obliged if they would name a time not the bottle with him. The reason he refused insurance, repairs, and all other outgoings, there quantities of the sugar of "P" quality were when surveyors might take samples of it; and to take delivery was that the sugar in bulk was remains, including \$8,283.32 brought forward from furned out by the refinery. As each weekly lot that Li Ching and Co. had entered into a very inferior to the sample. There were six or seven last account, the sum of \$124,272.05 at credit of profit was turned out samples of it were sent in to the advantageous contract some time previous- different kinds done up in bags. The sample and less account. From this sum, the directors reoffice of Messrs. Butterfield & Swire, and Messrs. Butterfield and Swire to make to make the sugar and must from which he bought was white sugar, but they be paid as dividend for the half-year, that \$38,000 be \$73 per share. samples, and gave directions to how the sugar good any loss sustained by reason of their being | Re-examined by Mr. Francis-On the day of that \$1,000 he written off the value of cargo-boats, was to be packed. After it was packed they unable to deliver it. The witness, being ex- the auction, the 6th June, he got someone from and that \$2,750 be appropriated as directors' and au-If the appropriation of profits be made as recom-

has again nade its appearance on the Canton line. reciation empowering them to apforming a fund for the equalization of dividends, and when the requisite authority has been obtained, they

W. KESWICK, Chairman. Hongkong, 20th January, 1836

Balance of interest accrned, 31st December Chinese bonds, (at par) 92,736.74 hai Banking Corporation

· LIABILITIES. Amount of paid up capital == 3 calls of \$25 each on 8,990 shares 600,000.00 2.653.08

PROFIT AND LOSE ACCOUNT. to steamers and wharves To amount of bad debts written off To balance to be appropriated, viz.:-- -Dividend at 8 per cent. on To be carried to depreciation 38,000,00 Balance to be carried to new

By amount brought forward from last acconst By not earnings of ateamers...... 122,191.80 By interest on investments \$134,704.38 DEPRECIATION AND INSURANCE FUND. 262,000.00 To balance \$263,000.00 By amount at credit

- 124,272.05

E. & O. E. Houghong, 22nd January, 1886 T. ABNOLD, Secretary,

By amount brought from profit and loss

account for the half-year ended 30th

THE INDIAN MAIL.

The Indo-China steamer Wingsang, with th brought on has been largely anticipated by the Caylon papers. The following telegrams, however, have not yet appeared in our columns:---LONDON, 6th January. The first draft of the reinforcements of 10,000

BOMEAY, 6th January. The Port Trustees have telegraphed to the Government of India their acceptance of the terms on which the Government is willing to Manile turbance at the Sailors' Home on the 25th inst. | guarantee the Bombay Docks Extension Loan. The personal intervention of Lord Randolph

> Madras, 7th January. The Madras Mail hopes the Government will reconsider the proposal to tax interest upon Government securities, as such a tax would be a breach of the compact with its creditors, it will, if insisted upon, damage the financial credit of

> LONDON, 8th January. Mr. Lucy, has been appointed Editor of the Daily News.

ATHENS, 8th January. The Hellenic Government is now adopting a conciliatory policy towards Turkey; the Greek Consul in Crete, who was obnoxious to the Wong King Kwan, coolie, was charged with Sublime Porte and for whose expulsion and

CONSTANTINOPLE, 8th January. The Porte has countermanded the order issued that the sugar was not up to muster. A letter transacted in the office in Hongkong, and not in his hand when the prisoner anatched it out and for the mobilization of the second class reserve

CONSTANTINOPLE. 9th January.

Latest advices received from Hedjaz state that the insurrection there is extending and that the roads between Jeddah and Mecca are RANGOON, 3rd January. A village near Toughye station thirty miles hence on the Sittang Railway reported yesterday the man, who at once tried to draw a revolver, as burnt by decoits said to number: 120. Sixty

Bombay Granadiers required at Tounghoo.

COMMERCIAL INTELLIGENCE. TUESDAY, 26th January. Quotations are:--

his year's New Malwa \$530 per picul, alles, of 3 Last year's New Malwa \$540 per picul, allos, of l Benares (New) 5471 to 550 , Benares (Old)....... 520 nom.

> EXCHANGE. Bank Bills, at 30 days' sight.......3/4 Bank Bills, at 4 months' sight 3/4. Credits, at 4 months' sight......3/41 Documentary Bills, at 4 months' sight3/44

> Credits, at 4 months' sight4.26 Credits, 60 days' sight821 ON BOMBAY.-ON CALCUTTA.

7 Shanghal.— Bank, at sight Quotations are :-

Hongkong and Shanghai Bank Shares—190 per cent. premium, buyers. Union Insurance Society of Canton, Limited-3- \$150-per share. Yangtsze Insurance Association—Tls. 128 per Chinese Insurance Company, Limited—\$175 per CLARETS, CHAMPAGNE. per share.

On Tai Insurance Company, Limited-Tls. 148 BRANDY, WHISKIES, ALE, STOUT, Canton Insurance Office, Limited—\$80 per SCALES, BICYCLES. \$395 per share. China Fire Insurance Company's Shares-\$85 Hongkong and Whampon Dock Company's

Shares—77 per cent. prem. Hongkong, Canton, and Macao Steamboat Co.'s Shares-\$67 per share premium. Indo China Steam Navigation Co.'s Shares-10 per cent, discount. China and Manila Steamship Company, Limited -30 per cent. discount, nominal. Douglas Steamship Company, Limited-\$50 per share. Hongkong Gas Company's Shares—\$120 per Hongkong Hotel Company's Shares—\$155 per China Sugar Refining Company, Limited—\$85 729,000,00 China Sugar Refining Company (Debentures)-1 per cent. premium, nominal.

3,000.00 Luzon Sugar Refining Company, Limited-383 per share. 5.607.48 Hongkong Ice Company's Shares-\$172 per 3,515.15 | Hongkong and China Bakery Company, Limited —\$120 per share. Perak Tin Mining and Smelting Company Punjon and Sunghie Dua Samuntan Mining Company, Limited-\$3. Selanger Tin Mining Company-\$5 per share Perak Sugar Cultivation Company—Tls. 18 per

Hongkong Rope Manufacturing Company, Limited-\$60 per share. Hongkong and Macao Glass Manufacturing Co. Limited.—Par. nominal Chinese Imperial Loan of 1884 A-2 per cent. Chinese Imperial Loan of 1884 B-5 per cent Chinese Imperial Loan of 1884 C-5 per cent.

premium. HONGKONG TEMPERATURE. (From Messes, Finconia & Co.'s Register.) January 26th. Thermometer-1P.M.

Thermometer-ir. w. (Wet bulb) 55 Thermomoter-Maximum 59 HONGKONG TIDE-TABLE

27TH TO SIST JANUARY, 1898. LOW WAYER. HIGH WATER. Hougkong Moss Time, Honglong * Mean Time. Height. m 9 80 m. 10 24 8 64 **a**

The height of mean sea-level has been determined at 7.595 foet above zero of the tide-gauge at the Victoria Navel Yord; and the Low-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 6.595 feet above The heights in the Tables marked with a minus (-) sign are below Low-Water Ordinary Spring-Tides, and should be subtracted from the constants given above.

OHINA COAST METEOROLOGICAL REGISTER. 25th January, 1846, at 4 P.M.

| xx | 1 | or | 30.15 wontock. 28th January, 1888, at 10 a.m. 29.18 3 60 sys 4 b The Barometer is rising and gradients for M.E. winds are increasing. The temperature is low, the humility moderate.

and the weather overcast. , DOBERCK. Hougkong Observatory, 26th January, 1886. METEOROLOGICAL REGISTER. On date | On date at 10 a.m. | at 4 p.m. Barometer Tomperature

Force of wind

W. DOBERCK. Hongkong Observatory, 26th January, 1886.

N.N.W. N.N.B.

FOR SALE.

MALIFORNIAN FLOUR The Finest FLOUR in the Market TARE & Co.'s well known, best roller made "DRAGON EXTRA" STRENGTH AND COLOUR UNSURPASSED

FOR SALE. MHAS HEIDSIECK' J CHAMPAGNE, 1880, WHITE SEAL. \$19 per case of 1 dozen quarts. per case of 2 dozon pints. GRAND VIN CHATEAU LEOVILLE. \$24.....per case of 1 dozen quarts.

CHATEAU LAROSE. \$12.....per case of I dozen quarts. PONTET CANET. per case of 1 dozen quarts. PALMER MARGAUX. \$7.50per case of 1 dozen quarts. \$8.50per case of 2 dozen pints. LORMONT.

\$5......per case of 1 dozen quarts.per case of 2 dozen pints. JOHN WALKER & SONS' OLD HIGHLAND WHISKEY \$8.....per case of 1 dozen bottles.

WINES AND SPIRITS. SIEMSSEN & Co. Hongkong, 1st January, 1884. FOR SALE.

CUTLER PALMER & Co.'s

CHAMPAGNE "MONOPOLE." -HEIDSIECK & Co.-

MONOPOLE RED SEAL (medium dry). RED FOIL "SEC" (dry). GOLD FOIL "DRY" (extra dry). CARLOWITZ & Co.,

Sole Agents for HEIDSIECK & Co., REIMS, For Hongkong China and the East. Hongkong, 1st July, 1885.

AND R. TENNENT' ALES and PORTER. DAVID CORSAR & SONS' Morchant Navy Navy Boiled CANVAS.

Long Flax ARNHOLD, KARBERG & Co. Hongkong, 11th May, 1867. FOR SALE.

AT WHOLESALE PRICES.

CACCONES, SHERRY, PORT. HOCKS. BURGUNDY. MACHINERY, LAWN MOWERS. PAINTS, OILS, VARNISH.

· Apply to W. G. HUMPHREYS & Co., Bank Buildings. Hongkong, 1st January, 1886. TOR SALE.

MAPLE INLAID COLLENDER STANDARD CAROM BILLIARD TABLE. STYLE IMPERIAL; SIZE 41 by 9 feet all Fixtures. The TABLE is quite new and is still un-

DORABJEE & HING KEE, Victoria Hotel. Hongkong, 16th January, 1886. TOSEPH GILLOTT STEEL PENS.

GOLD MEDAL Paris, 1878. Sold by all Stationers and Dealers. FOR SALE.

FIRICHORD COTTAGE PIANOS, On First-class Chinese ■ Complete Iron Framing and , PATENT METAL PIN PIECE, with all the latest improvements. PRICE FROM \$240, Payable also by Monthly Instalments from

15 Dollars, if required. W. POWELL & Co. Hongkong, 1st January, 1886. THE SAN FRANCISCO CORDAGE COMPANY. JARDINE, MATHESON & Co., Agents.

FOR SALE. PURE MANILA and SISAL ROPES in rates. Coms from 6 thread to 8 inches. 6 to 12 thread Manila.....12 Cents per lb. 11 inch to Sinches Manila 11 Cents per 1b. APPLY AT THE GODOWNS, No. 13. Praya Central.

WINTER TIME TABLE THE KOWLOON FERRY.

Hongkong, 1st January, 1886.

STEAM-LAUNCH "MORNING STAR" Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TEA-TSUI at the following hours :- This Time Table will take effect from the 20th October, 1885. WEEK DAYS. Leaves Hongkong Kowloon Hongkong 7.00 A.M. 6,00 A.M.

7.30 ... 9.00 ... **=**10.15 ,, 10.30 12.30 r.m. 12.30 P.M. 1.00 1.30 12,45 P.M. 2.30 1.30 .. 2.20 ,, 3.30 4.15 , 4.50 ,, 5.25 ii

There will be no Launch on Monday and Friday, on account of coaling. The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

localities, at work for us: New business. All against FIRE to the extent of \$60,000 on any meet with wonderful success. Any one can do one the work. Capital not required. We will start . FIRST-CLASS RISK. you. Outfit worth 21 mailed free. The om- RATES ON FIRST CLASS GODOWNS REployment is particularly adapted to the region DUCED to } PER CENT. NETT PER ANNUM in which this publication circulates. Boys and FROM THIS DATE. girls earn nearly as much as men. Full particulars and instructions mailed free. Now is the time—don't delay, but write to us at once. Address STINSON & Co., Portland Maine, United States.

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY. ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are premium per Annum.

pared to issue Policies of Insurance against Fire on the usual terms. ARNHOLD, KARBERG & Co. Hongkoug, January, 1882.

COMPANY. Purely mutual; all profits belong to Policyholders and apportionments are made annually. STATEMENT FOR YEAR ENDING 31st December, 1884. Accumulated Funds £12,127,930

Surplus over all liabilities and Reserve Fundacoord-- &-2.036.332. ing to valuation made by the Government..... Income for year 1884..... £ 2,846,245. C. SETON LINDSAY, Res. Manager, Department of the East.

Agents, Hongkong.

BIRLEY, DALRYMPLE & Co.,

INSURANCES. THE PACIFIC MUTUAL LIFE INSUR

ANCE COMPANY OF CALIFORNIA TITHE POLICIES of the Company impose no restriction upon Residence or Travel. LOWER RATES and BETTER RETURNS offered [120 than by any other Life Insurance Company represented in this Colony.

Agent for China and Japan. Hongkong, 8th September, 1885.

OUN FIRE OFFICE The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of \$50,000 on First-class Risks. LINSTEAD & DAVIS Agonts,

Sun Fire Office.

Hongkong, 12th May, 1881. TRANSATLANTICFIREINSURANCE COMPANY OF HAMBURG. The Undersigned, having been appointed

Agents for the avove Company, are prepared to

ACCEPT RISKS against FIRE at Current

SIEMSSEN & Co., Agents Hongkong, 16th November, 1872. NORTH GERMAN FIRE INSURANCE

COMPANY AT HAMBURG. TITHE Undersigned, Agents for the above Company, are prepared to GRANT IN-SURANCES to the extent of \$65,000, on firstclass risks at current rates.

MELCHERS & Co. Hongkong, 27th March, 1876. FIRE INSURANCE COMPANY, OF 1877. IN HAMBURG.

THE Undersigned, Agents of the above L. Company, are Prepared to ACCEPT. RISKS at Current Rates. PUSTAU & Co., Hongkong, 18th January, 1884: THE LONDON ASSURANCE.

INCORPORATED BY BOYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720. THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:-MARINE DEPARTMENT. Policies at current rates, payable either here. in London, or at the principal Ports of India,

China and Australia. FIRE DEPARTMENT. Policies issued for long or short periods at current rates. LIFE DEPARTMENT. Policies issued for sums not exceeding £5,000, at reduced rates. HOLLIDAY, WISE & Co. Hongkong 26th July, 1872. CINGAPORE INSURANCE

COMPANY, LIMITED.

HEAD OFFICE-SINGAPORE. We are prepared to GRANT POLICIES against FIRE on usual Terms at Current Rates. All Contributors of Business whether COLLENDER CUSHIONS, Complete with | Shareholders or not are entitled to Share in the Bonus.

ADAMSON, BELL & Co., Hongkong, July, 1885. THENIX FIRE OFFICE

The Undersigned are new prepared to **GRANTPOLICIES of INSURANCE against** FIRE at the following Rates:-On First-class European Tenementsat ½ / Net per Annum On First-class Godowns. & Merchandiso storod thereinat ½ % Net per Annum.

On Coalsat 1 °/. Net per Annum. On Petroleum in licensed Godownsat la 1/2 Net per Annum. Tenementsat 2 % Net per Annum. On Second-class Chinese ..at 21 °/. Net per Annum Tenements DOUGLAS LAPRAIK & Co., Agents for Phoenix Fire Office.

1772 THE STRAITS INSURANCE COMPANY. LIMITED. THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current

Hougkong, 5th August, 1881.

ARNHOLD, KARBERG & Co. Hongkong, 5th November, 1883. GENERAL LIPE AND FIRE ASSURANCE COMPAÑY. THE Undersigned having been appointed Agents for the above Company, are

prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates. PUSTAU & Co. Hongkong, 1st April, 1885, THE MAN ON INSURANCE COM-PANY, LIMITED.

HEAD OFFICE-HONGKONG CAPITAL (Subscribed), \$1,000,000. BOARD OF DIRECTORS LUM SIN SANG, Esq.

1 Yow Chong Peng. Esq. BAN HUP, Esq. 12.00 noon. CHAN LI CHOY, Esq. Q. HOI CHUNE, Esq. The Company GRANTS POLICIES on MARINE RISKS to all parts of the World. payable at any of its Agencies. Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not. WOO LIN YUEN.

Secretary. HEAD OFFICE, No. 2, Queen's Read West, Hongkong, 14th March, 1881. TMPERIAL FIRE INSURANCE COM-£1 TO £4 per day to be made by persons The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES

> GIBB. LIVINGSTON & Co., Imperial Fire Insurance Company.

Hongkong, 9th May, 1881.

NOTICE. OUEEN FIRE INSURANCE COMPANY The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on Frast-CLASS GODOWNS at 1 per Cent. Nett pre-

NORTON & Co., Agents. Hongkong, 20th May, 1381. NOTICE. NYEW YORK LIFE INSURANCE ITTHE CHINA FIRE INSURANCE COM-PANY, LIMITED. Is prepared to ACCERT FIRST-CLASS

LIFE ASSURANCE ONLY. RISKS at 1 %, nett per Annum, and other In-SURANCES at Current Rates. AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines. JAB. B. COUGHTRIE. Secretary. Hongkong, 27th March, 1882.

> NORTH BRITISH AND MERCANTILE INSURANCE COMPANY. THE Understaned, Agents of the above Com-I pany, are authorized to INSURE against

FIRE at Current Rates. GILMAN & Co. Hongkong, let January 1882.

100

Printed and Published by R. Outerzaron Witcox. Wyndham Street, Hougkong.

Viceroy's ganboat

Viceroy's gunboat

Tohing-on Tohing-po

Tohun tung

Jap. bg 400 M. B. M. Co-Brit. bk 482 Holms. Ringer

NAGASIKU IN POBE ON 9TH JANUARY, 1886

482 Holms, Ringer & Co

Jan. 2 Brown

Christenson

			LY PRESS WEDNESDAY JANUARY 97 per 1886.
VESSELS ON THE BERTH. INDO-CHINA STEAM NAVIGATION	VESSELS ON THE BERTH.	MAILS EXPECTED.	HONGKONG MARKETS. PRODUCT. PRODUCT. Production of the Blankets, 9, lbs., per pair and separation of the Blankets, 10 lbs., per pair and separat
FOR SHANGHAL (Taking Cargo and Passengers at through rates)	and the state of t	The P. & O. steamer Thames, with the next English mail, left Singapore at 5 a.m. on the 23rd, and is due here on the 28th instant.	COTTON GOODS. Signed and the state of the s
for Cheroo, Hankow, and Ports on the Yangtaze.) THE Company's Steamship	TAKING CARGO AND PASSENCERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA,	THE AMERICAN MATE. The O. & O. steamer Occanic, with the American mail of the 9th January, left San Francisco	American Drille, 30 yards, per piece \$2.95 to 3.10 Camlets, BBB, per piece
"CANTON." Captain Bremner, will be despatched as above TO-DAY, the 27th inst., at THREE P.M.	AND EUROPE; THE OVERLAND RAILWAYS,	on that date, and is due here on or about the 8th February.	Cotton Yarn, No. 38 to 42, per 400 lbs. \$106.50 to 109.00 Long Ells, MM Assorted the piece
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 25th January, 1886. [224]	ATLANTIC AND OTHER CONNECTING STEAMERS.	41 41	Dyed Spotted Shirtings, per piece \$3.60 to 2.85 Spanish Stripes, per yard
EASTERN AND AUSTRALIAN STEAM- SHIP COMPANY, LIMITED.	hamn, on SATURDAY, the 30th January, it Three P.M.	The Shire Line stoamer Merio tellightre left Singapore on the 21st, and may be looked for	English Drills, 14 lbs., per piece
(Calling at Port Darwin and Queenstand)	Connection being made at Yokohama with Steamers from Shanghai and Japan Ports. All Pancel Packages should be marked to address in full; and same will be received at the	Mks D. M. Marmon Potri of Sudman langua Vo.	Grey Shirtings, 9 lbs., per piece \$1.77 to 1.85 Load, LB, per pieul
ZEALAND, TASMANIA, &c.) IIIE Steamship	Company's Office until FIVE P.M. the day previous to sailing. RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco.	The O. S. S. Co.'s steamer Priam left Singa-	GreyT-Cloths, 21yds, & 32 in. 6 lbs. p. pc. \$1.20 to 1.25 GreyT-Cloths, 21yds, & 32 in. 6 lbs. p. pc. \$1.35 to 1.70 GreyT-Cloths, 21yds, & 32 in. 6 lbs. pc. pc. \$1.35 to 1.70 GreyT-Cloths, 21yds, & 32 in. 6 lbs. pc. pc. \$1.35 to 1.70 GreyT-Cloths, 21yds, & 32 in. 6 lbs. pc. pc. pc. \$1.35 to 1.70 GreyT-Cloths, 21yds, & 32 in. 6 lbs. pc. pc. pc. \$1.35 to 1.70 GreyT-Cloths, 21yds, & 32 in. 6 lbs. pc. pc. pc. pc. pc. \$1.35
Captain Helms, will be despatched for the above Ports TO DAY, the 27th inst., at FOUR P.M. For Freight or Passage, apply to	for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year,	The Union Line steamer Mark Lanc left Singapore on the 23rd, and may be expected to	Grey T. Clothe, 24 yds 36 in 81 bs. XX p. po. \$3.45 to 2.50 Tin, Malacea, per picul
Agents. Hongkong, 15th January, 1886. [171]	Fare. Pre-Puid Return Passage Orders, available for one year, will be issued at a Discount of 25 %, from Return Fare. These allowances	arrive here on or about the 31st instant. The E. & A. steamer Guthric left Sydney on the 3rd January, and is due here on or about the	Handkerchiefs, Red, per dozen
	Japan to Europe. Consular Invoices to accompany Cargo des-	1st February. The Ben Line steamer Benarty left Singapore on the 25th January, and is due here on the 1st	White Shirtings, 63 to 80 reed, per piece \$2.45 to 2.65 Bark, Camphor, per picul
Captain Chrimes, will be despatched as above TO-DAY, the 27th inst.	sent to the Company's Offices, addressed to the Collector of Customs, San Francisco. For further information as to Freight or Passage, apply to the Agency of the Com-	POST-OFFICE NOTICES.	White Shirtings, White Spotted Shirtings, per piece
BUTTERFIELD & SWIRE, Agents. Hongkong, 21st January, 1886.	pany, No. 50A. Queen's Road Central. C. D. HARMAN, Agent.	When Correspondence has been mis-sent or delayed (both of which are liable to happen occasionally) all that the addresses need do is to	SHIPPING-IN THE (HINA WATERS.
OCEAN STEAMSHIP COMPANY. FOR SHANGHAI. Taking Cargo and Passengers at through rates	SINGAPORE, PENANG, COLOMBO,	note on the cover, Sent to ———, or Received at 7 p.m., or as the case may be, and forward it, without any other writing whatever, to the Postmaster-General. This should be noted on	VESSELS. CAPTAIN. CAPTAIN. CONSIGNES. TION. CONSIGNES. TION. TONS. CONSIGNES. TION.
for Ningro, Chefoo, Newchwang, Tientsin, Hankow, and Ports on the Yangtsze). I HE Company's Steamship	ADEN, SUEZ. PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE. PLYMOUTH, AND LONDON;	the first time cause of complaint occurs; it is a- mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.	HONGKONG. The Property 1886
"STENTOR," Captain Edwards, will be despatched as above on FRIDAY, the 29th inst. For Freight or Passage, apply to	BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA. N.B.—CARGO CAN HE TAKEN ON THROUGH	The Postal Guide for 1886, revised to date will be found in the Daily Press Directory.	Camorta Clievoden Dec. 16 F. Johnson Brit. str. 1114 Siemsson & Co Decima Can., 22 P. Oestmann Ger. str. 935 Siemsson & Co Saigon Solutay Camorta Clievoden Dec. 1 recipied Brit. str. 1200 Fearon, Low & Co Lizzie C. Troop Jan. 1 Brown Brit. sh. 1391 C. & J. Trading & Co Chee Emma Jan. 6 - Brit. sh. 314 Walsh. Hall & Co Saigon Sontag Jan. 14 Waldo Ame. bk. 976 Meyer & Co
BUTTERFIELD & SWIRE, Agents. Hongkoug, 21st January, 1886. 207 AUSTRO-HUNGARIAN LLOYD'S -	BILLS OF LADING FOR BATAVIA, PERSIAN	p. 385-large-edition, p. 701-small edition.—This is the only authorised complete Summary of Postal information published in Hongkong.	Dicky Oct. 13 Hochrenter Ger, str 186 Violer & Co Doris Jan. 19 Zerrahn Ger, str 771 Wieler & Co Esmeralda Jan. 2 E. Taylor Brit. str 395 Russell & Co Amoy A lela Oct. 12 Hausen Ger, sch 50 F. Kety
STEAM NAVIGATION COMPANY. STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ,	THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "GANGES." Captain E. Stewart, with Her Majesty's Mails, will be despatched from	Action to a march lands made and and and Santa	Fero Jan. 23 P. Sorensen Ger. str 75 Signature & Cu Fidelio Jan. 9 H. Brock Ger. str 852 Butterfield & Swire Big Honanza July 14 Andrews Am. sh 1399 Alamson, Bell & Co Fokien , Jan. 26 F. Goddard Brit. str 509 Douglas Lapraik & Co Tamsni Diana New 11 Petersen Am. sch 75 Captain
PORT SAID, & TRIESTE. (Taking Cargo at through rates to CALCUTTA, PERSIAN GULF, BLACK SEA, LEVANT & ADRIATIC PORTS).	this for LONDON via BOMBAY and SUEZ CANAL, on TUESDAY, the 2nd February,	below. A MAIL WILL CLOSE. For Shanghai.—Per Canton, to day, the 27th inst, at 2.30 p.m.	Gilsland Dec. 28 D'Eville Brit. str 1058 Signissen & Co Glenfruin Oct. 16 Norman Brit. str 1935 fardine, Virthesen & Co Haiphong Jan: 24 F. Ashton Brit. str 1160 Douglas Lapraik & Co Hankow — Lloyd Brit. str 2235 Batterfield & Swire Canton Rose Nov. 28 Brassey Am. sch 50 Patersen
"MEDUSA," Cantain E. Donoris will be described as	TEN A.M. Parcels and Specie (Gold) at the Office until TEN A.M., on the day of sailing. Silk and Valuables for Europe will be tran-	For Shanghai.—Por Soochow, to-day, the 27th inst., at 3.30 p.m. For Port Darwin, The raday Island, Cook, town, Townsville, Brisbane, Sydney, Melbourne.	Honam
above on the 30th inst., at Noon. For Further Particulars regarding Freight and Passage apply to the Agency of the Company, Praya Central.	for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.	Adelaide, &c.—Per Menniuir, to-day, the 27th instant, at 3.30 P.M. For Straits, Colombo, and Bombay.—Per Medusa, on Saturday, the 30th instant, at 11.30	Johann Jun. 13 H. Binge Gor. str 348 Wieler & Co Anahuao But. 25 Amr. sh 1221 Peele, Hubbell & Co Kenuett Jan. 2! Sanderson Brit. str 1153 Oaptain Arklow Nov. 3 Brit. bk 748 Findlay, R. & Co Montrea Kinkiang A. H. Bonning Brit. str 1061 H. J. & M. Steamboat C. Macao Egero Dec. 26 Nor. bk 1071 Ker & Co Montrea
O. BACHRACH, Agent. Hongkong, 16th January, 1886. [175]	For further particulars regarding FREIGHT and Passage apply to the Peninsulah & Objectal—Straw Navigation Company's Office, Hongkong.	A.M. For Straits and Calcutta.—Per Wingsang, on Saturday, the 30th inst., at 2.30 p.m.	Kutsang Jan. 4 Young Brit. str 1425 Jardine, Matheson & Co Shanghai Hauresund Dec. 6 Nor. sh 1035 Smith, Bell & Co Kwong-wai Dec. 30 J. W. Lowson Chi. str 400 Chin sa Government Jen. 400 Shanghai J. E. Ridgway Ost. 15 Amr. sh 1730 W. F. Slevenson & Co
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SINGAPORE, PENANG, AND	The Contents and Value of Packages are required to be declared prior to shipment. Shippers, are particularly respected to meta-	For Straits and Bombay.—Per Bangalore, on Wednesday, the 3rd February, at 2.00 P.M. For Nagasaki, Kobe, and Yokohama.—Per Teheran, on Thursday, the 4th February, at 5.00	Macbeth Jan. Wood Brit, str 621 Adauson, Bell & Co Marie Jun. 2 Hollmann Ger. str 701 Wider & Co Medusa an. 2 Departs A.H. str 1776 A.H. Lloyd's S. N. Co Trieste Mendota Dec. 20 Macbeth Jan. Morse Dec. 20 L. J. Morse Dec. 20 Amr. sh 1325 W. F. Stevenson & Co L. von Vangero Dec. 27 Mendota Dec. 20 Amr. sh 1325 W. F. Stevenson & Co L. von Vangero Dec. 20 Amr. sh 1325 W. F. Stevenson & Co L. von Vangero Dec. 20 Amr. sh 1325 W. F. Stevenson & Co L. von Vangero Dec. 20
"WINGSANG,"	Black Bills of Lading. N.B.—This Steamer takes Cargo and Passengers for Marseilles. A. McIVER,	HOURS FOR CLOSING THE CONTRACT MAILS	Melita Jun. 21 H. Morek Ger. str 319 Chinese Memling Dec. 20 Hutchison Brit. str 619 Alamson, Bell & Co Menmir Jun. 11 P. Helms Brit. str 1217 Brissell & Co Nam-vian Jan. 23 Garceau Fr. str 472 A. R. Marty Menvion May 6 Nervion May 6 Nev You May 6 Nev Yo
Captain o'A. de St. Croix, will be despatched for the above Ports on SATURDAY, the 30th inst., at Three P.M. This Steamer has superior First Class Ac-	Superintendent. Hongkong, 23rd January, 1886.	THE ENGLISH MAIL. The following hours are observed in closing Mails, &c., by the British-Contract-Packet:— Day of Departure.	Nanshan Jan 23 Blackbourne Brit. str 805 Hop Hing Hong Swatow Primus Dec. 13 Rus. sh 1148 W. F. Ayenson & Co
commodation specially constructed to meet the requirements of tropical climates. For Preight or Passage, apply to JARDINE, MATHESON & Co.,	U.S. MAIL LINE. PACIFIC MAILSTEAMSHIP COMPANY.	Noon.—Money Order Office closes. 2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.	Pitot Fish June 2 Robinson Brit. str 161 Captain Towan — G. B. Lefavour Brit. str 1812 H. C. V Starmbani Co San Pablo Jan. 19 F. C. Reed Amr. str 2112 O. & O. S. S. Co S. Francisco S. Fr
0 176		3.00 P.M.—Mails closed, except for Late Letters 3.10 P.M.—Letters may be posted with late fee of 10 cents until 3.30 P.M.—when the Post Office closes entirely.	Stanmore Tah. 23 Devereux Brit. str 1268 Russell & C.) Haiphong Asia Dec. 28 Git. sh 1393 Poele, Hubbell & Co. U. States John D. Brewer Dec. 11 Anr. bk 926 4nith. Bell & Co. Boston
FOR SHANGHAI. (Taking Cargo and Passengers at through rates for Ninopo. Cheroo, Newchwang, Tientsin,	THE U. S. Mail Steamer "CITY OF SYDNEY" will be despatched for San Francisco, via Yokohama, on SATUR-	time of departure.	Vortigern Dec. 17 J. Brown Brit. str 876 Arnhold Karberg & Co Wah Young Nov. 30 Y. Witt- Brit. str 313 Shing Kee Canton In Pour on 3nd January, 1886. White Clend - S. W. Goggin Brit. str 352 H. C. & M. Steambor Canton Mary L. Stone Dec. 31 Aur. sh 142) Magleod & Co. U. States
"PRIAM"	DAY, the 13th February, at Three P.M., taking Passengers and Freight for Japan, the United States and Europe. Through Bills of Lading issued for trans-	THE FRENCH MAIL. Day before Departure. 5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always	Alden Reise [Dec. 19] J. A. O'Brien Amr. bk 812 Meleners & Co Victoria
Captain Butler, will be dispatched as above on SATURDAY, the 30th last. For Freight or Passage, apply to BUTTERFIELD & SVIRE, Agents.	portation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to	open out of office hours. Day of Departure. A.M., Pest Office opens. A.M., Registry of Letters ceases. Posting of	Arab Jan. 9 J. Moos Ger., bk 600 Wister & Co Vrabia Jan. 23 Robiuson Brit. bk 957. Douglus Lapraik & Co Arugada Oot. 30 Green. Brit. bk 977 Russell & Co
Hongkong, 25th January, 1886. [226] FOR NEW YORK, VIA SUEZ CANAL.	in Mexico. Central and South America, by the Company's and connecting Steamers	all printed matter and patterns ceases. 11 A.M., Mail closes, except for Late Lotters. 11.10 A.M., Letters may be posted with Late Fee of 10 cents until	B. H. Steenken Ang. 4 Chas. Meyer Ger. bg 235 Melchers & Co. Carca Vantura Feb. 27 Uresandi Carondelet Jan. 10 Stetson Amr. sh 1376 Captain Carondelet Jan. 10 Stetson Amr. sh 1376 Captain Amr. bk 705 Cibian Screw sloop Andaeious double-screw iron frigat to the corvette corvette to the corvette to the captain Powlett. Nagasaki
"SIKH." A. Scotland, Commander, will be despatched for the above Port on the 30th instant	of Steamers. RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco	11.30 A.M., when the Fost Office closes entirely. 11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.	Cockehafer Cocke
For Freight or Passage, apply to ADAMSON, BELL & Co.,	for China or Japan (or nice versa) within six months, will be allowed a discount of 20 %, from Return Fare: if re-embarking within one year, an allowance of 10 %, will be made from Return	MAILS BY THE UNITED STATES PACKET.	Coloma Dec. 18 Gulrich Coloma Dec. 18 Gulrich Coloma Dec. 18 Gulrich Coloma Dec. 18 C. M. Noyes Amr. bk S50 Captain Esh Golorado Tan. 15 Wyman Amr. bk S60 Arnhold, Karberg & Coloma Gunboat Gunboat Composite gunboat
"SHIRE" LINE OF STEAMERS. FOR YOKOHAMA, HIOGO, AND"	Fare Pre-paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and	30th instant, with Mails for Japan, San Fran-	E. F. Whitney Oct. 8 H. B. Rollins Amr. sh 1249 Gibb, Livingston & Co Edward Kiddle 1000, 28 Griffers Amr. bk 965 Arnhold, Karberg & Co Linnet Gog. sh 1348 Arnhold, Karberg & Co London Hongkong Gog. sh 1348 Arnhold, Karberg & Co London Hongkong Gog. sh 1350 Com. R.B.C. Brenton Singapore Hongkong Gog. sh 1750 Ocdor Gog. sh
MEDILIOTIES INSTITUTE.	Japan to Europe. Freight will be received on board until 4 P.M. on the day previous to sailing, Parcel Packages will be received at the Office until 5.M. same	&c., which will be closed as follows:— 2.15 P.M., Registry ceases. 2.30 P.M., Post-Office closes, but Correspondence	Eme Jan. 26 Sammers Brit. bk t. 774 Siemssen & Co Friederich Dec. 13 II. Spiesen Ger. bk 595 Siemssen & Co Bangkok Rambler composite gun-vessel 3 670 Com. W. Usborne Moore Houskong Victoria Sapphire corvette
Dutton, Commander, will be despatched for the	day; all Parcel Packages should be marked to address in full; value of same is required. Consular Invoices to accompany Cargo destined to Ports beyond San Francisco	Late Fee of 10 cents extra Postage until the time of departure. The Post Office declines all responsibility for	Great Surgion Jan. 42 Ch. L. Flinn mr. bk 869 Captain Great Admiral Oct. 9 B. Thompson Amr. sh 1493 Captain Hecla Jan. 13 E. C. Day Amr. sh 1475 Order Tweet double-screw gunboat receiving ship 4. Vigilant paddle despatch-vessel 2 1230 LtCom, Farquhar Cruising Shaperball
Hongkong, 22nd January, 1886. 214 NETHERLANDS-INDIA STEAM NAVI	should be sent to the Company's Offices in Scaled Envelopes, addressed to the Cellector of Customs at San Francisco.	and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.	Highlander May 19 Bachelder Amr. sh 1352 Russell & Co I sauc Reed Oct. 7 W. C. Colley Amr. sh 1498 Order J. B. Newcomb Nov. 21 Newcomb Reit bk 890 Carlowitz & Co London Wivern turnet frontelad turnet frontelad gunboat 4 530 Commander Davis Hongkong 200 Commander Davis 14 530 Commander Davis 14 530 Commander Davis 200 Comma
GATION COMPANY, LIMITED. FOR BATAVIA. SAMARANG, AND SOURABAYA, VIA SAIGON AND SINGAPORE		MAILS BY THE FRENCH PACKET. The French Contract Packet Anadyr will be despatched on TUESDAY, the 9th February,	Louise Nov. 10 Leamoine Fr. sch 299 Pusten & Co
AND SINGAPORE. [MIE Company's Steamship "BORNEO,"	FOR HAVRE AND HAMBURG.	with Mails to the United Kingdom, Europe, and places beyond, visi Naples: to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, India (via Madras), the Australasian Colonies,	Marguerite Nov. 2: O nnes Fren. bk 453 Carlowitz & Go May Dec. 21 Geo. Rohb Brit. sch 237 Adamson, Bell & Co Mohawk Nov. 30 Crosland Brit. bk 1338 Douglas Lapraik & Co N. Gibson Sopt. 16 Bailey Amr. bk 704 Bussell & Co Tench gunboat 7 300 Captain Schanz Windivestor American corvetto 4 800 Commander J.C. Barclay Hongkong Aspic French gunboat 4 100 Capt. Mcde C. Jonquières Hongkong Comete French gunboat 4 Captain Noirot Tourières Haiplong
or about the 1st February. For Freight or Passage, apply to JARDINE, MATHESON & Co.,	"MARGUERITE." Omnos, Master, will load here and at Whampoa	Aden, Natal and the Cape, Egypt, Malta, and Gibraltar. The usual hours will be observed in closing	Ophir Dec. 7 S. Samsonsen Nor. bk 787 Carlowitz & Co R. French orniser 11 340 Capts de Montequor Cruising Decres Digit Russian gunboat — Capts in Muller Sbanghai
Agents. Hongkong, 25th January, 1886	For Freight, apply to CARLOWITZ & .Go. Hongkong 24th November 1885. [2084]	The Post Office declines all responsibility for Unregistered Letters containing Jewellery, &c and, where Registration has been neglected, will	Spinaway Jun. 12 J. Garrick Brit.b t 361 Captain Spinaway Jun. 12 J. Garrick Brit.b t 361 Captain Spinaway Jun. 12 J. Garrick Brit.b t 361 Captain Spinaway Jun. 12 J. Garrick Brit.b t 361 Captain Gornostai Russian gunboat 6 Sp. Commander Stark Vladivestor Hongkong a Hongkong on. 20 Schmiegelow Siam.sh 635 Chinese Wraysser. Russian orniser 8 250 Captain Ostolopoff Amoy
SAKI AND KOBE. (Passing through the Inland Sea.) ITHE P. & O. S. N. Co.'s Steamship	FOR LONDON AND HAMBURG. THE 3/3 L II Norwegian Bark	make no enquiries into alleged losses of such letters.	Wagrien Jan. 20 Jessen - Ger. 5k 938 Melchers & Co Wand. Jew Nov. 3 Nichols March 1650 Captain Wand. Jew MACAO Monocacy American gunboat 6 750 Com. F. JHigginson Tiefstsin
"TEHERAN," will leave for the above place on FRIDAY, the 5th February, at DAYLIGHT. A. McIVER.	"OPHIR." Samsomsen, Master, will load here for the above Ports, and will have quick despatch.	Noither the Captains, the Agents, nor the Owners, will be RESPONSIBLE for any	Kiang-ping — Holmes Chi. str 360 M. S. N. Co Kiang-ping — Holmes Chi. str 360 M. S. N. Co Kiang-ping — Holmes Chi. str 360 M. S. N. Co Kiang-ping — Holmes Chi. str 360 M. S. N. Co Canton — Russian gunboat 3 1600 Captain Spetzler Sharghai National 7 80 Commander Boyle Magnetical gunboat 3 1600 Captain Spetzler Sharghai 7 80 Commander Boyle Magnetical gunboat 7 80 Commander Boyle Magnetical gunboat 7 80 Captain Spetzler Sharghai 7 80 Commander Boyle Magnetical gunboat 7 80 Commander Boyle Magnetical gunboat 7 80 Captain Spetzler 7 80 Captain Spetzler 80
Superintendent. Hongkong, 23rd January, 1886. BEN LINE OF STEAMERS.	CARLOWITZ & Co. Hongkong, 23rd December, 1835. [2276]	DEBT contracted by the Officers or the Crews of the following Vessels during their stay in	Eden Oct. 25 John Nairn Brit. bk 313 Wieler & Co Eng Lee June 27 G. H. Korck Siam. bk 326 Chinese Fushun Jan, 25 Croad Chi. str 1504 C. M. S. N. Co Palos Rassian cruiser 8 250 Capt. B. Ivashentroff Manila Oscipee 8 250 Capt. B. Ivashentroff Manila Oscipee 8 800 Capt. J. J. McGlinsey Nagasaki American graboat 6 500 Lieut. Com. T. Nelson Shaughai
FOR NEW YORK VIA SINGAPORE.	IDE 5/5 L LI DELLISH DEIX	Arab, Ger. bk., J. Moos.—Wieler & Co. Atalanta, Ger. str., Plan.—Siemssen & Co. Camorta, Dut. str., Oreille.—Jardine, Mathe-	Livingstone Jan. 24 H. Steffens Ger. bk 531 Wieler & Co Marcia Jan. 22 W. Mitchell Brit. str 1050 Siemssen & Co Ta Lee Sept. 14 Stolze Ger. bk 342 Siemssen & Co Roland Russian cruiser 12 250 Captain Pojarsky Manila Russian cruiser 12 250 Captain Pojarsky Manila Russian cruiser 12 250 Captain Pojarsky Manila Rio Lima Reconstruction of the Control of
	Newcomb, Master, will lead here for the above Port, and will have quick despatch. For Freight, apply to	son & Co. Centennial, Amr. bk., T. M. Bearse.—Captain. C. F. Sargent, Amr. ship, Atherton.—Order. Channel Queen, Brit. bk., Le Lecheur.—Ed.	Tamsui Jan. 2" A. Vardin Brit. str 919 Butterfield & Swire Yung-ching Jan. 23 Lincoln Chi. str 761 C. M. S. N. Co AMOY In Port on 22no January, 14-6 Sagittaire French gunboat French gunboat Russian corvette Scobeleff Russian gunboat 7 So Commander Boyle Cruising Missage Gapt. Avila
GIBB, EIVINGSTON & Co. Hongkong, 26th January, 1886. L228 BEN LINE OF STEAMERS.	Hongkong, 26th November, 1885. [2104] FOR VICTORIA, B.C.	Schellhass, & Co. Dicky, Ger. str., Hochrenter.—Wieler & Co. Doris, Ger. str., Zerrahn.—Wieler & Co. EDWARD KIDDLE Amr. bk Griffers.—Arn.	Anna Bertha Dec. 17 Kran e Ger. bk 469 Pasedag & Co Anna Dorothes Jan. 10 H. Nielsen Ger. bk 313 Pasedag & Co Archos Dec. 9 W. Baike Brit. bk 419 Chinese Chateaubriand Dec. 2 Edwards Brit. bk 409 H. A. Petersen & Co Tongous Russian gunboat American frigate Trenton Trenton Turenne French frigate Spanish corvette Spanish corvette E. F. Butran Hongkong
FOR LONDON VIA SINGARORE. THE Steamship	THE 3/3 L II British Bark "GEORGE."	hold, Karberg & Co. Elise. Ger. bk., C. F. Bruhn.—Wieler & Co. Elise. Ger. ship, F. Rowehl.—Arnhold, Kar-	Hugo & Otto Dec. 2 M. M. Koedt Nor. bk 370 H. A. Peterson & Co Vipère French gunboat 4 100 Captain Peireyre Saigan Fouise Nov. 21 C. Holm Ger. sch 280 H. A. P. tersen & Co V. Monoinsch Rossian frigate 20 — Captain Polinisky Singipore
Captain Waring, expected to arrive first week in February, will receive quick despatch as above.	For Freight, apply to RUSSELL & Co.	EMILY F. WHITNEY, Amr. ship, H. B. Rollins. —Gibb, Livingston & Co. FIDELIO, Ger. str., H. Brock.—Butterfield &	Christian Jan. 9 Garm Gor, seh 350 Chinese
For Freight, apply to GIBB, LIVINGSTON & Co. Hongkong, 26th January, 1886. 229	Hongkong, 7th January, 1886. [113] FOR NEW YORK.	Swire. JEEAT ADMIRAL, Amr. ship, B. Thompson.— Captain. LADY HAREWOOD, Brit. bk., Williams.—Chinese.	Chingtah Sept. 17 Taylor Chi. bk 456 H. M. Schultz An-lan Viceroy's gunboat 7 450 265 Lim-kwok-chung Hongkong
THE P. & O. S. N. Co.'s Steamship "THAMES,"	"KALE," Reiners, Master, will load here for the above	MAY, Brit. sch., Geo. Robb.—Adamson, Bell & Co. MEDUSA, AH. str., Deperis.—AH. Lloyd's S.	
after her arrival with the next English Mail. A. McIVER, Superintendent.	For Freight, apply to CARLOWITZ & Co.	Memling, Brit. str., Hutchison.—Adamson, Bell & Co. Menmuie, Brit. str., P. Helms.—Russell & Co.	Northampton Jan. 10 Richards Brit. sh 1173 W. Hewett & Co Perle Jan. 13 Hansen Brit. bk 401 Nils Moller Chop-gai Viceroy's gunboat & 320 200 do. Hongwong
Hongkong, 23rd January, 1886. FOR SAN FRANCISCO:	FOR SAN FRANCISCO.	Normanton, Brit. str., Drake.—Siemssen & Co. Southern Chief, Amr. bk., J. Ross.—Captain. Spinaway, Brit. bk., Garrick.—Captain. Sussex. brit. bk., Malcolm.—Order.	Satsuma Dec, 3° Swenson Brit, bk 465 Morris & Co Solidor Dec, 22 Eugelsen Brit, bk 240 Nils Mollor Timour Jan. 14 Johnson Aur. sh 915 Fearon, Low & Co Lien.chi Peng-chao-hai Revenue orniser 4 800 500 do. Uanton Quang-on Viceroy's gunboat 3 150 100 do. Uanton
GRANDEE,"	"ARUGUDA,"	LA HONGKONG, Siamese, ship, Schmiegelow,—	Wan. Minstrol Sept. 3 Lundholm Brit. sch 364 Chinosa W. Siegfried Jan. 13 Mitchell Brit. bk 394 Nils Moller Wylo Nov. 25 Brown Brit. bk 799 Gibb, Livingston & Co NACCO Sundang-on Viceroy's gunboat 3 150 100 do. Tohing-on Viceroy's gunboat 3 156 100 Chinese Tohing-on Viceroy's gunboat 3 156 100 Chinese

For Freight, apply to

[2127 | Hongkong, 1st January, 1886.

Green, Master, will load here for the above TRIUMPH, Ger. str., Schuldt.—Wieler & Co.
Port, and will have quick despatch.
For Freight, apply to

Carmus.—Brandao & Co.

Karberg & Co.

VORTIGERN, Brit. str., J. Brown. Arnhold, Kozaki Maru

For Freight, apply to

above Port, and will have quick despatch.

Hougkong, 30th November, 1885.